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BIENNIAL REPORT
OF THE
RAILROAD COMMISSIONERS
OF THE
STATE OF OREGON

1895--1896

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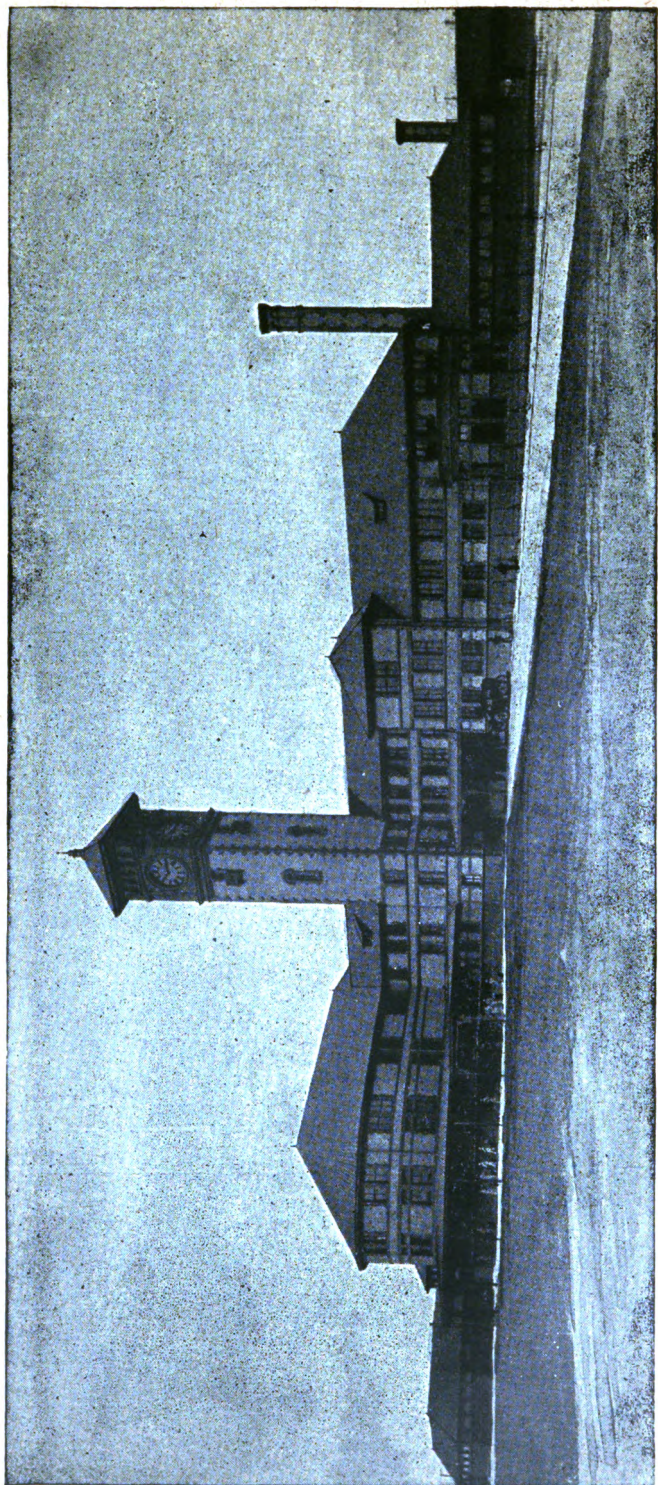
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FIFTH BIENNIAL REPORT
OF THE
BOARD OF RAILROAD COMMISSIONERS

OF THE
STATE OF OREGON

TO THE
Legislative Assembly, Nineteenth Regular Session.

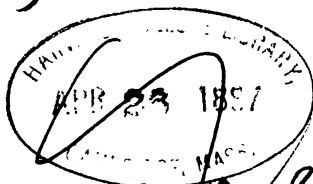
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The R. B. Com.

COMMISSIONERS.

J. B. EDDY, CHAIRMAN,
I. A. MACRUM,
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CLERK.

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REPORT.

OFFICE OF THE RAILROAD COMMISSIONERS, }
SALEM, OREGON, January 1, 1897. }

To the Honorable Legislative Assembly of the State of Oregon:

This, the fifth biennial report of the board of railroad commissioners, is submitted, pursuant to law, for your consideration.

The purpose of the law in directing that the reports of the railroad corporations herein contained be gathered and published is that the people, through their representatives, may become conversant with the business of the said corporations. They are granted certain rights and privileges which are denied to individuals, and in return the people reserve the right to regulate by law the conduct of their business. In order to do so it is necessary to know what that business is, its volume, its returns, the expense of its conduct, and the capital invested.

During recent years the railroads of Oregon have not proved profitable investments for either stockholders or bondholders. There is not a road in the state that has paid a dividend to a stockholder in four years or more, or been able to pay the agreed rate of interest on its bonds. During that time four of the roads have been in the hands of receivers, namely, the Northern Pacific, the Oregon Railway and Navigation Company, the Washington and Columbia River, and the Oregon Pacific, now the Oregon Central and Eastern. Of these, the first two have recently been sold under the hammer, the result of foreclosure suits, and reorganized under the change of proprietors, and are now being operated by the owners instead of under the direction of the courts. The Washington and Columbia River succeeded in getting out of the hands of a receiver after a short experience. The Oregon Pacific was sold at sheriff's sale in December, 1894, for a mere bagatelle, reorganized as the Oregon Central and Eastern, and is now being operated by the purchasers under that title. The properties of the Oregon and California are operated by the Southern Pacific Company under a thirty-four-year lease from 1893. Its interest and taxes amount to about \$1,000,000 a year, but its earnings, over and above operating expenses, in-

cluding maintenance of way, was less than \$400,000 in 1895, and less than \$300,000 in 1896. The details will be given below.

It is the object of these preliminary pages to give in succinct form the substance of the detailed reports, together with other information regarding the physical condition of the roads, their cost, equipment, etc.

OREGON AND CALIFORNIA (SOUTHERN PACIFIC).

The properties of the Oregon and California Railroad Company, operated by the Southern Pacific Company, under the lease above referred to, consist of the line from East Portland to the state line, including the Lebanon branch and the branch from Woodburn to Natron, (this was formerly the Oregonian Railway, then narrow gauge,) the line from Portland to Corvallis, and from Portland (Jefferson street) to Airlie, including the Sheridan branch. The latter were then narrow gauge systems of the Portland and Yamhill and Portland and Willamette Valley railway companies. These properties are all now standard gauge and make a total of six hundred and fifty-four miles for the Southern Pacific Company's lines in Oregon. The lease of these properties up to this time has not been a paying investment for the Southern Pacific, as its business has not been equal to the expectation of the lessee company. Under the terms of the lease, the Southern Pacific Company agrees to pay all expense of operation, maintenance of way and equipment, all damage to person or property, guarantees interest on bonds, \$5,000 per year rent, and, if earned, six per cent. on the common stock and seven per cent. on the preferred stock. If the earnings are not sufficient to pay the fixed charges then the lessee company may reimburse itself out of the earnings of subsequent years. This is probably the hope of the lessee company, but the business of the past few years makes the prospect a remote possibility. The bonded indebtedness upon which the interest is guaranteed is \$19,625,000; the capital stock is \$19,000,000,—\$12,000,000 preferred and \$7,000,000 common,—and there are outstanding current liabilities to the amount of \$1,736,212.55.

FREIGHT AND PASSENGER BUSINESS.

The report made by this commission to your honorable body at its session of 1895, showed a deficit for the years 1893 and 1894 of \$382,988 and \$559,819, respectively. Subsequent years show no improvement in business. In 1894 there were carried five hundred and forty thousand two hundred and seventy passengers, and the revenue from that source was \$811,273;

in 1895 the number of passengers carried was four hundred and forty-two thousand four hundred and ninety-one, and the revenues therefrom \$638,446; in 1896 the number of passengers carried was four hundred and seventy-four thousand and eighty-nine, and the revenue \$660,972. There was a falling off of ninety-seven thousand seven hundred and seventy-nine in the number of passengers carried in 1895 as compared with 1894, and a falling off of \$172,827 in the revenues from that source. The passenger business of 1896 shows a little improvement over that of 1895, but still far short of that of 1894. The freight business has shown less fluctuation, the number of tons carried in 1894 being three hundred and thirty-six thousand two hundred and eighty-five; in 1895, three hundred and seventy-nine thousand seven hundred and fifty-three tons, and in 1896, three hundred and ninety-nine thousand nine hundred and fifteen tons. The average amount received for each ton was \$2 in 1894, \$1.91 in 1895, and \$1.79 in 1896.* The average receipts per ton were brought down by the low grain, flour, feed, and millstuff schedule made effective October 10, 1894. This was not early enough to affect the whole grain output for that year, but it did affect the whole crop of 1895, as will be seen by the figures quoted. The freight earnings for these three years, 1894-5-6, were \$672,848, \$727,708, and \$716,416, respectively. For 1895, the total revenues, including mail, express, car mileage, etc., were \$1,709,526, and the total operating expenses, including maintenance of way, \$1,317,069, leaving a balance of \$392,457 with which to pay interest and taxes, amounting to \$1,000,432, being \$607,975 short of enough. There seems to be no immediate prospect of the stockholder realizing on his investment, as the showing for 1896 is rather worse than better. For that year the earnings from all sources amount to \$1,564,322 and the operating expenses to \$1,326,392, leaving but \$237,930 to apply on the interest and tax account, which amounted to \$1,003,958, making the deficit \$766,028.

RAILROAD "PIONEERING"—REDUCTION OF RATES.

As a matter of fact there are too many miles of railroad in the country tributary to the properties operated by the Southern Pacific in this state. Railroads were built in boom times in advance of the business requirements of the country, and now they must be operated and maintained. The Woodburn-Natron branch parallels the main line for ninety-three miles. At no point are they more than twelve miles apart, often not to exceed two or three miles, and will not average more than six miles

* Reference to years means the fiscal year ending June 30th.

for the entire distance. That ninety-three miles represents a cost of more than \$30,000 per mile, or in the neighborhood of \$3,000,000, which is practically dead capital. The first cost is not all. This road must be kept in repair, and the ties and bridges are perishable material. In that branch five million one hundred and fifty thousand feet of timber, board measure, was used in the construction of bridges, costing in the structures, including the cost of the iron therein, \$24 per thousand feet, or \$123,000. The average duration of a bridge, allowing for destruction by flood and fire, being about nine years, this means an annual expenditure of \$13,700, for renewal and repair of the bridges on this branch. There are in the track three hundred thousand ties, which, including the work of putting in position, represents an average cost of forty cents per tie, or \$120,000. Taking an average duration of seven years, the renewal thereof requires \$17,000 annually. The rails are all steel, sixty-two pounds to the yard, and cost about \$360,000, but will not require renewal for a generation. And all this expense the traffic must bear, or the roads must cease to operate. In estimating the first cost of a road the items here enumerated should not be construed to represent the entire cost. In fact, it is only a small proportion. Other things to be counted in are the general cost of starting a railroad project, reconnoitering and preliminary surveys, definite location, right of way, staking out for the workmen, grubbing and clearing, grading, foundations for bridges, widening of embankments, riprapping, refilling and raising of grades, laying of track, surfacing, stations, cattle-guards, fencing, etc. The cost of the Woodburn-Springfield branch is here cited at length to show what might be termed, for want of a better phrase, unproductive capital, because invested in roads that would otherwise be tributary to the main lines. The same may be said of the Portland-Airlie line. From Lafayette to the end of the line it is nowhere more than six miles from the Portland-Corvallis line, and often not more than one or two miles. The two main lines are as much as the traffic can well support. But these roads are in existence, and there is no intention to abandon them, substantial repairs being constantly in progress. The roads have been built in advance of the requirements of the country. The progress of these western communities was checked by the industrial depression of recent years, and it will take time to catch up. Notwithstanding these conditions there has been brought about, through the efforts of the commission, a material reduction of freight rates, not on the ground that the earnings of the road would warrant an arbitrary reduction, but on the plea that all classes were suffering from depressed conditions and low prices for farm products, and that the railroad company should help bear the burden by

carrying the products to market at the lowest possible rate at which it could operate and properly maintain its roadway without absolute loss. The result shows that this policy has succeeded in a marked degree.

WOOD PRESERVING PROCESSES.

A policy now being followed by the Southern Pacific, while it increases for the present the annual expenditures for maintenance of way, will soon begin to be felt in a material reduction of cost in that direction, and that is the burnetizing of ties and creosoting of bridge timbers. By the process of burnetizing a tie is expected to last twice as long as the ordinary tie, or about fourteen years, at an additional cost of eleven cents per tie. By this means a tie in the track will represent a cost of about fifty cents and its life fourteen years. The present cost is about forty cents, twenty cents for the tie and twenty cents for the labor, and its life, seven years, or eighty cents for fourteen years. Bridge timbers and culverts are charged with creosote before being placed in the structures, and it is expected thereby to prolong the life of a bridge or trestle to perhaps forty years. The present life of a trestle is about ten or twelve years. As there are in the neighborhood of thirty miles of bridges on the company's lines in Oregon it can readily be seen what this will amount to, and a material reduction in the cost of operation will result in a reduction of charges.

OREGON RAILWAY AND NAVIGATION COMPANY.

The Oregon Railway and Navigation Company owns 1,065 miles of road, just one half of which is in the state of Oregon. It was in the hands of E. McNeill, as receiver, appointed by the district courts of the United States of Oregon, Washington, Idaho, and California by orders entered in a foreclosure suit of the Farmers' Loan and Trust Company against the Oregon Railway and Navigation Company, from July 4, 1894, to August 18, 1896. The receiver's reports to this board do not show the indebtedness of the company, but the report for 1894, received too late for publication in the last biennial report of the board, shows that there were outstanding of first mortgage six per cent bonds, \$4,938,000; consolidated five per cents, \$12,583,000; collateral trust five per cents, \$5,182,000, and paid up capital stock, \$24,000,000; or a total of \$46,703,000. This amount of money, or nearly so, has been actually expended in the construction and equipment of the road. When the Oregon Steam Navigation Company's property was acquired and absorbed it was turned in

for more than its cost, but it is estimated, for not more than what was then its value. There is no watered stock, so that in considering the business of the company its ability to pay a reasonable return on an investment of \$46,703,000 must enter into the calculations. Prior to July 4, 1894, the properties of this company were operated by the Union Pacific Company, direct, under a lease for a term of years, and when that corporation was taken into the courts and receivers appointed for the management of its affairs, the leased lines fell under the same control, and a summary of the business for the last year under that management is here given, in connection with the business for 1895 and 1896.

FREIGHT AND PASSENGER BUSINESS.

The number of passengers carried in 1894 was one hundred and sixty-six thousand five hundred and three, and the revenue from that source \$447,971. In 1895 the number of passengers carried in the state of Oregon was one hundred and eighteen thousand six hundred and eighty-nine, and the revenue \$397,981. In 1896 there were one hundred and ninety-five thousand and two passengers carried, and the revenue was \$503,459. The number of tons of freight carried in 1894 was five hundred and fifty thousand six hundred and forty-two, and the receipts from that source were \$1,375,270. In 1895 the number of tons carried was seven hundred and sixty-three thousand eight hundred and seventy-seven, and the freight revenue \$2,229,080. In 1896 there were five hundred and eighty-seven thousand six hundred and ninety-eight tons carried, and the revenue therefrom was \$1,962,250. The gross earnings for 1894 for the entire line in Oregon and Washington were \$3,280,530, and the operating expenses \$2,775,645; income from operation, \$504,885. To this may be added \$66,370 received from miscellaneous sources, making a total income of \$571,255; but the rents and taxes amounted to \$2,904,650, leaving a deficit of \$2,333,395 for the lessee company to pay. The gross earnings for the state of Oregon for 1895 amounted to \$2,819,406, and the operating expenses \$2,135,792; income from operation, \$683,613. In 1896 the gross earnings were \$2,640,112, and the operating expenses \$1,621,713; income from operation, \$1,018,399. As just one half of the mileage of the company is in the state of Oregon, and these figures apply only to the state of Oregon, except where otherwise expressly specified, it will do for the purpose to divide the capital invested in the entire system by one half, and the lines of the Oregon Railway and Navigation Company in this state considered as representing an investment of \$23,351,500—\$12,000,000 of capital stock, \$2,469,000 six per cent. bonds, and \$8,882,500 of five per

cent. bonds—though this apportionment is not exactly fair, as most of the costly bridges and heavy grades are in this state. In fact, before the road crossed the Snake river at Riparia \$37,500,000 had been expended in construction and equipment. But, considering it thus, what has been the result? For 1895 the total income was sufficient to pay about two and ninety-two hundredths per cent. on the investment, and for 1896 about four and three hundredths per cent., and this without making allowance for taxes, which amount to about \$90,000 per annum, and other incidental expenses. Notwithstanding this, the board has been able to accomplish much in the line of reduction of freights on the staple products of eastern Oregon by pursuing the same policy as that adopted toward the Southern Pacific Company, and existing rates on grain and its products are from three to five cents per hundred less than when the matter was taken up by this board in 1893.

EASTERN OREGON GRAIN RATES.

In the spring of 1895 complaint was filed with the board concerning grain rates on the Heppner branch. During the discussion of this case the management promised a modified general tariff, at least on grain and the products thereof. Subsequently, the board requested that the promised tariff should be published and made effective in order that the farmers might know what the rate was to be for the removal of the crop for that year. When that schedule was issued it affected only the Heppner branch and points west of Heppner Junction. This was not satisfactory and the company was required to make similar reductions for points east of said junction. In answer to this requirement General Manager McNeill and General Freight Agent Campbell appeared before the board and stated that the schedule of grain rates put into effect the previous year at the request of the board had reduced the annual revenues of the company \$75,000, and the one recently submitted and approved would cause a further annual reduction of \$38,000. The further fact was taken into consideration at that time that the case of *Evans v. The Oregon Railway and Navigation Company* had been argued before the interstate commerce commission and submitted, and that as the finding of that commission would cover the same conditions as were embodied in the question under consideration, the request was made and complied with that a decision by the board be withheld until that was determined. Soon after the interstate commerce commission submitted its conclusions, and it is a significant fact that there was practically no difference between the rate that body ordered into effect from

Walla Walla to Portland and the rate this board required to be put in effect from Umatilla county points to the same destination. The work required, the fuel consumed, and the distance hauled from points in Umatilla county, the great grain county of the state, and Walla Walla, are substantially the same, and there was no reason why the same rate should not apply. The Walla Walla rate was fixed at nineteen and one half cents per hundred pounds, and the board required the same for points in Umatilla county, which was done, and the change from twenty-one and one fourth cents to nineteen and one half cents per hundred pounds was made, and that rate now obtains.

REORGANIZATION.

On August 18, 1896, the property of the Oregon Railway and Navigation Company was taken from the courts and reorganized with E. McNeill, formerly receiver, as president and manager under the name of the Oregon Railroad and Navigation Company. The reorganization was effected by foreclosure of the collateral trust mortgage, the Farmers' Loan and Trust Company trustee for the latter, the conversion of back interest waived, and fifty per cent. of the principal on the collateral trust mortgage waived, into preferred stock, to reduce the amount of fixed charges, and the reduction of the five per cent. consolidated mortgage bonds to four per cents, and the property is now operated under the management of Mr. McNeill, who during his receivership has vastly improved the physical condition of the road, so that it passes into the control of the owners in excellent shape, and, for the first three months at least, with an excellent business.

THE PRINCIPAL LINES.

These two lines, that of the Oregon and California and the Oregon Railroad and Navigation Company, are the principal lines doing business in Oregon. The former traverses the breadth of the state from Portland south to the California line, running the full length of the Willamette valley, and parallel with the river, which, by the way, is an important competitor for the business of the valley, being navigable most of the year as far as Harrisburg, a distance of one hundred and five miles, and a portion of the year twenty miles farther to Eugene; the road taps the whole Umpqua region, and is the only common carrier the people of the Rogue-river valley can reach. The Oregon Railroad and Navigation Company's lines extend from Portland east to the Idaho line, a distance of four hundred and four miles, with a branch to Heppner and another to Elgin. The whole eastern

Oregon country, with the exception of portions of Umatilla county, on the Washington and Columbia River Railway, is tributary to this road. The local business of this company depends upon the seasons. The chief export of its tributary territory is wheat, and there are no two seasons alike. There is no immediate prospect of large and permanent increase in the local business of this company. The population of eastern Oregon is not likely to increase largely, as the country is incapable of subdivision into small farms as is the Willamette and the other valleys of western Oregon. Its uplands, and almost the entire area is upland, will produce only cereals, and diversified farming, as the term is generally understood, is out of the question. But as it follows the natural grades and connects with three great overland routes, it will get the lion's share of the overland business which must increase with every passing year.

THE NORTHERN PACIFIC.

The Northern Pacific is another large road entering this state, but having but forty miles of road in it, from Portland north to Goble. Practically its entire business is interstate. The business along its line within this jurisdiction is done almost entirely by water. Its returns show all the freight received within the state is carried beyond it, and all brought in is from outside points. But this line, too, has felt the depression of recent years, and shows a marked falling off in both its passenger and freight business. It, like the others, was sued, and for a time was in the hands of the courts and operated by receivers duly appointed. Recently a reorganization has been effected, but the details thereof are not yet in possession of the board. Part of its capital has been wiped out and the remainder adjusted to meet changed conditions.

THE WASHINGTON AND COLUMBIA RIVER.

One of the cheapest operated roads in the country is the Washington and Columbia River Railway, formerly known as the Hunt system. It has a total mileage of one hundred and sixty-three miles, only forty-five of which, however, are in the state of Oregon, but these forty-five miles are entirely in and through the rich wheat fields of Umatilla county. Its gross earnings for this state were given at \$61,588 for 1895 and the operating expenses at \$24,043, or thirty-nine and four hundredths per cent.; the average is about seventy-five per cent. In 1896 the earnings had fallen to \$36,469 and the operating expenses were \$21,614, or about fifty-nine per cent. It costs almost the same to operate and keep a road in repair whether the volume of business is

large or small. The Oregon proportion of the capital stock of this road is given at \$826,999 and of the mortgage bonds \$1,378,331; total, \$2,205,330. The bonds, half of them, are four per cent. and the other half are not to exceed five per cent. While the net earnings for Oregon in 1895 would just about pay the interest, it lacked about \$90,000 of being sufficient for the system, and while the figures here given mostly pertain to Oregon, the value of the entire property and its earning capacity must be considered, for it is especially true of this road that if it were stopped at the state line it would be valueless. The business of this road is also entirely interstate, and the freight business, as will be seen by reference to its detailed report herein, is almost exclusively grain and livestock, but its rates, while they do not come under the control of the commission, are made to conform to the rates of the Oregon Railroad and Navigation Company, which are controlled by the commission.

THE OREGON CENTRAL AND EASTERN.

Measured by the number of miles of road the Oregon Central and Eastern Railroad would be third in order. This was formerly the Willamette Valley and Coast Railway, operated by the Oregon Pacific Company and known to the public by that name. This property was sold at sheriff's sale in the city of Corvallis in December, 1894, and was purchased by Bonner and Hammond, of Montana, for \$100,000, who changed its name to the Oregon Central and Eastern Railroad. After some litigation in the way of injunctions to prevent the confirmation of the sale, the supreme court finally decided that the proceedings were regular and the title to the property would vest in the purchasers upon the delivery of a sheriff's deed. The purchase price was distributed among lienholders for labor and material so that not a dollar remained for the bondholders or stockholders. Fifteen millions of capital was wiped out in a moment. Some criticism was made of the action of the courts in sustaining the sale, but it was the best thing that could be done under the circumstances. The road had run behind continually, except under Receiver Clark, who made operating expenses, but couldn't make needed improvements. It was only a question of a few months when the operation of the road would have to be stopped, because of its physical condition, unless it fell into the hands of some one able to put it in shape. The road as it stood was valueless. It was in a bad state of repair and without business, and a large sum of money, not less than an additional \$100,000 has already been expended in betterments, so that now the road is in very fair condition, and its equipment is ample for the services required.

By reference to the reports published herewith it will be seen that the operating expenses, which includes the maintenance of way, exceed by several thousand dollars the gross earnings, so that there is no return in sight for the purchasers even on their first investment. This road must be extended before it can be expected to pay, but where? The most promising field seems to be over the Cascade mountains to the regions of the Deschutes and Crooked river, and perhaps finally to an eastern connection.

THE SMALLER ROADS.

The other roads of the state are short. The Sumpter Valley is a narrow gauge, the only one now in the state. It was built from Baker City to McEwenville, a distance of twenty-five miles, by the Oregon Lumber Company. Its chief business is to supply logs to the company's mill at Baker City, but it does a regular passenger and freight business. Last summer it was extended to Sumpter, five miles further. The Rogue River Valley road is a small feeder of the Oregon and California between Jacksonville and Medford. This will soon be extended to tap the sugar pine forests of the Rogue river. The Independence and Monmouth is a standard gauge, two and one half miles long, connecting the two towns from which it takes its name. The Seashore road extends from Astoria to Seaside, a distance of eighteen miles, and will soon be a part of the Astoria and Columbia River road now in course of construction, that will connect Portland and Astoria by rail. Twenty-eight miles of the Coos Bay, Roseburg, and Eastern Railroad have been constructed, from Marshfield to Myrtle Point, in Coos county, and is being operated by the contractor, R. A. Graham. This road will be continued to Roseburg some time in the future.

IMMUNITY FROM ACCIDENTS.

During the past four years there has not been an accident within the state due to defective structure, with one exception, and that was the case of the collapse of a bridge on the Oregon Central and Eastern while a freight train was passing over. In this case it was a question of close up the road altogether or allow it to operate with the best care possible until the question of ownership, then pending before the court, should be determined. There was no one to whom orders for repairs could be directed. Knowing the need of immediate attention by several of the bridges on the line, and prior to the accident referred to the board addressed a communication to the supreme court suggesting that it would be to the public interest to advance that case on the calendar that its rights might be determined and needed

repairs ordered. The record of fatalities is remarkably light. The worst was the case of the collision near Roseburg, October 6, 1896, resulting in the death of three men, the details of which will be found under "Investigation of accidents."

EARNINGS AND EXPENDITURES.

The aggregate earnings of all the railroads within the state amount to in the neighborhood of \$5,000,000 annually. Of this sum about \$4,000,000 is returned to the people of the state for labor, material, taxes, etc., leaving generally less than \$1,000,000 to pay interest on an invested capital of \$70,000,000.

NEW UNION DEPOT.

The union passenger depot at the foot of Sixth street in Portland, Oregon, completed last spring, is a credit to the city and the state. Here all passengers embark and debark and abundant accommodations and every convenience is provided in the building. A matron is there to look after ladies and children. A picture of the structure is printed as a frontispiece. The depot and terminal grounds are owned by the Northern Pacific Terminal Company and are in charge of E. Lyons, superintendent. The railroads centering in Portland are stockholders in the terminal company, and are, therefore, mutually interested therein.

RESULTS AND RECOMMENDATIONS.

Much has been accomplished by the railroad commission as at present constituted and by its predecessors. Gains have been made to the people every year since the establishment of the commission, and every step gained has been held, and the way prepared for other steps as soon as circumstances warrant. It is not always the commission vested with the greatest power that accomplishes most for its constituency. There are thirty-four state commissions in the Union, and perhaps that invested with the greatest power is that of Iowa, while that with least is that of Massachusetts, yet the records show the commission of the latter state has accomplished more than any other, though its functions are chiefly to recommend. But these recommendations have been so in accord with justice and reason that when the railroads had not complied, the lawmaking power as soon as opportunity offered enacted them into law. And again, a commission is entitled to credit for the evils its presence prevents as well as for the good it accomplishes. In Oregon the powers of the commission should be extended to include a supervision of warehouses, as in Minnesota, and of all common carriers, as in Pennsylvania and other states.

ANNUAL REPORT
OF THE
OREGON AND CALIFORNIA RAILROAD COMPANY.

[SOUTHERN PACIFIC COMPANY, LESSEE.]

For the year ending June 30, 1895.

HISTORY.

1. Name of common carrier making this report? Oregon and California Railroad Company.

2. Date of organization? March seventeenth, eighteen hundred and seventy.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Oregon.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Oregon Central Railroad Company of Salem, incorporated April twenty-second, eighteen hundred and sixty-seven; Oregon Central Railroad Company, incorporated November twenty-first, eighteen hundred and sixty-six; Western Oregon Railroad Company, incorporated January twenty-seventh, eighteen hundred and seventy-nine; Albany and Lebanon Railroad Company, incorporated February twenty-eighth, eighteen hundred and eighty; Oregonian Railroad Company, incorporated April sixteenth, eighteen hundred and ninety; Portland and Yamhill Railroad Company, incorporated June thirteenth, eighteen hundred and ninety-two.

5. Date and authority for each consolidation? Oregon Central Railroad Company of Salem, consolidated March twenty-ninth, eighteen hundred and seventy; Oregon Central Railroad Company, consolidated September first, eighteen hundred and eighty; Western Oregon Railroad Company, consolidated October ninth, eighteen hundred and eighty; Albany and Lebanon Railroad Company, consolidated May sixth, eighteen hundred and eighty-one; Oregonian Railroad Company, consolidated December fourth, eighteen hundred and ninety; Portland and Yamhill Railroad Company, consolidated July twenty-second, eighteen hundred and ninety-three. Authority, general incorporation laws, state of Oregon; resolutions of board of directors and stockholders of each company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Reorganized under the old corporate name May twenty-fourth, eighteen hundred and eighty-one. The original capital stock was extinguished; first mortgage bonds were converted into preferred stock; unpaid bond interest into common stock.

7. What carrier operates the road of this company? Southern Pacific Company.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Thos. H. Hubbard	New York City, New York	April, 1896
F. S. Douty	San Francisco, California	April, 1896
C. P. Huntington	New York City, New York	April, 1896
Chas. F. Crocker	San Francisco, California	April, 1896
H. E. Huntington	San Francisco, California	April, 1896
John McCracken	Portland, Oregon	April, 1896
L. R. Fields	Portland, Oregon	April, 1896
Donald Macleay	Portland, Oregon	April, 1896
R. Koehler	Portland, Oregon	April, 1896
W. W. Bratherton	Portland, Oregon	April, 1896
Geo. H. Andrews	Portland, Oregon	April, 1896

Total number of stockholders at date of last election? Twenty-one (21).

Date of last meeting of stockholders for election of directors? April ninth, eighteen hundred and ninety-five.

Give postoffice address of general office. Portland, Oregon.

Give postoffice address of operating office. San Francisco, California.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, Geo. H. Andrews; title, secretary; address, Portland, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board	President; or in his absence vice-president or second vice-president.	
President	Thos. H. Hubbard	New York City, New York.
First vice-president	C. P. Huntington	New York City, New York.
Second vice-president	R. Koehler	Portland, Oregon.
Secretary	Geo. H. Andrews	Portland, Oregon.
Treasurer	N. T. Smith	San Francisco, California.
Comptroller	G. L. Lansing	San Francisco, California.
Auditor	E. C. Wright	San Francisco, California.
General manager	A. N. Towne	San Francisco, California.
Manager	R. Koehler	Portland, Oregon.
Chief engineer	Wm. Hood	San Francisco, California.
Superintendent	L. R. Fields	Portland, Oregon.
Assistant superintendent	John McGuire	Portland, Oregon.
Traffic manager	Richard Gray	San Francisco, California.
General freight agent	C. F. Smurr	San Francisco, California.
Assistant general freight agent	E. P. Rogers	Portland, Oregon.
General passenger agent	T. H. Goodman	San Francisco, California.
Assistant general passenger agent	E. P. Rogers	Portland, Oregon.
Land commissioner	Wm. H. Mills	San Francisco, California.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name of railroad, the income of which from lease, or from other assignment for operation, is included in the income account.

Name.	Terminals.		By what company operated.	Under what kind of contract operated.	Mile of line.
	From —	To —			
Oregon and California Railroad Company	Portland	California state line.	Southern Pacific Company	Lease	866-80
Oregon and California Railroad Company	Portland	Corvallis	Southern Pacific Company	Lease	86-50
Oregon and California Railroad Company	Woodburn	Natron	Southern Pacific Company	Lease	92-50
Oregon and California Railroad Company	Albany Junction.	Lebanon	Southern Pacific Company	Lease	11-50
Oregon and California Railroad Company	Portland	Arlie	Southern Pacific Company	Lease	79-00
Oregon and California Railroad Company	Sheridan Junction.	Sheridan	Southern Pacific Company	Lease	7-00
Total mileage					633-50

The property of this company is leased to the Southern Pacific Company for thirty-four years from August first, eighteen hundred and ninety-three, at an annual rental of five thousand dollars. The lessee company is to operate the railroads of the lessor company, and out of the earnings and income derived therefrom pay the cost of operating said railroads, incidental expenses, taxes, insurance, damages to person and property, expenses of repairing, maintaining, improving, adding to, and keeping up said railroads, and repairing and maintaining rolling stock and equipment; and after these payments and deductions the lessee shall apply the residue of the amount of net income and earnings to the payment of interest and sinking fund contributions of the bonded indebtedness of the lessor company now existing or that may be hereafter created. Accountings under this lease shall be made on the first of May, each year. If the balance of net earnings payable to the lessor by the lessee for any year shall exceed seven per cent, per annum on the par value of the then existing preferred stock and six per cent, per annum on the par value of the then existing common stock, then and in that event the lessee company shall be entitled to and shall retain for its own use all such excess. If the net earnings or income are insufficient for the payment of the current interest of the bonded indebtedness of the lessor company, it shall be optional with the lessee company whether it advances such deficiency or not. The lessee company has the right to reimburse itself for any advances or deficiencies out of subsequent earnings, with interest at six per cent, per annum, and the lessee company will guarantee the payment of the principal and interest of all bonds now issued or that may be hereafter issued under mortgage from the lessor company to the Union Trust Company of New York, dated July first, eighteen hundred and eighty-seven. The lease may be modified or changed by agreement of both companies.

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount issued and outstanding.</i>
Capital stock —				
Common -----	70,000	\$ 100 00	\$ 7,000,000 00	\$ 7,000,000 00
Preferred -----	120,000	100 00	12,000,000 00	12,000,000 00
Total -----	190,000	\$ 100 00	\$19,000,000 00	\$19,000,000 00

<i>Manner of payment for capital stock.</i>	<i>Total number shares issued and outstanding.</i>	<i>Total cash realized.</i>
Issued for reorganization —		
Common -----	70,000	\$ 7,000,000 00
Preferred -----	120,000	12,000,000 00
Total -----	190,000	\$ 19,000,000 00

REMARKS.— Reorganization was effected in May, eighteen hundred and eighty-one, when bondholders became stockholders upon surrender of bonds. Common stock was issued for unpaid interest; preferred stock was issued for bond principal.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
Oregon and California Railroad — First mortgage five per cent. coupon bonds.....	July 1, 1887	July 1, 1907	\$20,000,000 00	\$19,625,000 00	\$ 19,625,000 00
Total			\$20,000,000 00	\$19,625,000 00	\$ 19,625,000 00

FUNDED DEBT—CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	*Cash realized on amount tested.	Interest.		
		Rate.	When payable.	Amount accrued during year.
Oregon and California Railroad — First mortgage five per cent. coupon bonds.....	\$	5%	Jan. and July	\$ 938,850 00
Total	\$			\$ 938,850 00

* Issued in exchange for old bonds and new property acquired.

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$19,625,000 00	\$19,625,000 00	\$ 988,850 00	\$ 981,975 00
Total.....	\$19,625,000 00	\$19,625,000 00	\$ 988,850 00	\$ 981,975 00

CURRENT ASSETS AND LIABILITIES.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1895.	
Bills receivable.....	\$ 1,009 21	Aditted vouchers and accounts.....	\$ 696,721 07
Net traffic balances due from other companies.....	17,101 59	Dividends not called for.....	2,045 78
Total — cash and current assets.....	\$ 18,110 80	Total — current liabilities.....	\$ 698,766 80
Balance — current liabilities.....	680,656 00		
Total.....	\$ 698,766 80		

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of line.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$19,000,000 00	\$19,000,000 00	\$	653.50	\$ 29,074 00
Bonds—grand total	19,625,000 00	19,625,000 00	-----	653.50	30,081 00
Current liabilities	698,766 80	698,766 80	-----	653.50	1,069 00
Total	\$39,323,766 80	\$39,323,766 80	\$	653.50	\$ 60,174 00

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of line.	
					Miles.	Amount.
Oregon and California Railroad Company	\$19,000,000 00	\$19,625,000 00	\$ 698,766 80	\$39,323,766 80	653.50	\$ 60,174 00
Total	\$19,000,000 00	\$19,625,000 00	\$ 698,766 80	\$39,323,766 80	653.50	\$ 60,174 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.				*Total cost to June 30, 1894.	*Total cost to June 30, 1895.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.		Charged to income account as permanent improvements.			
		Charged to income account as permanent improvements.	Charged to construction or equipment.				
Construction —	\$	\$	\$	\$	\$	\$	\$
Right of way			2,678 50				
Other real estate			95 25				
Fences			14,870 26				
Grading and bridge and culvert masonry			740 54				
Bridges and trestles			88,596 52				
Rails			27,673 35				
Ties			29,762 81				
Other superstructure			13,283 76				
Buildings, furniture, and fixtures			3,147 93				
Shop machinery and tools			76 20				
Engineering expenses			941 33				
Interest during construction			1,720 32				
Discount on securities sold for construction			27,050 00				
Sidings and yard extensions			333 54				
Other items			5,075 51				
Total construction	\$	\$	\$ 165,505 82	\$	\$	\$	\$
Equipment —							
Locomotives			Cr. 8,400 00				
Baggage, express, and postal cars			Cr. 4,000 00				
Freight cars			Cr. 10,425 33				
Total equipment	\$	\$	\$ Cr. 22,825 33	\$	\$	\$	\$
Grand total cost, construction, equipment, etc.	\$	\$	\$ 142,680 49	\$	\$36,099,532 29	\$36,242,212 78	\$ 55,458 74

* Owing to consolidation and reorganization, it is impossible to give this in detail.

INCOME ACCOUNT.

Southern Pacific Company, lessee for Oregon and California Railroad Company.

	Amount.	Amount.
Gross earnings from operation	\$ 1,709,526 16	\$
Less operating expenses	1,317,069 18	.....
Income from operation	\$	392,456 98
Total income .....	.....	\$ 392,456 98
Deductions from income—		
Interest on funded debt accrued	\$ 988,850 00	\$
Taxes	61,582 53	.....
Total deductions from income	\$	1,000,432 53
Deficit .....	.....	\$ 607,975 55
Deficit from operations of year ending June 30, 1895	\$	\$ 607,975 55

INCOME ACCOUNT.

	Amount.	Amount.
Income from lease of road for year ending December 31, 1894	\$	\$ 397,494 29
Miscellaneous income—less expenses	39,066 74	.....
Income from other sources	\$	39,066 74
Total income .....	.....	\$ 436,561 03
Deductions from income—		
Interest on funded debt accrued	\$ 988,850 00	\$
Other deductions*	59,397 65	.....
Total deductions from income	\$	998,247 65
Deficit .....	.....	\$ 561,686 62
Deficit from operations of year ending June 30, 1895	\$	\$ 561,686 62
Deficit on June 30, 1894, [from general balance sheet, 1894 report] .....	.....	1,430,876 96
.....	.....	\$ 1,992,563 60
Additions for year (transferred to income for redemption of bonds) .....	.....	38,872 37
Deficit on June 30, 1895 .....	.....	\$ 1,953,691 23

* Land department expenses, fifty-nine thousand two hundred and ninety-four dollars and ninety cents; sundry expenses, one hundred and two dollars and seventy-five cents; total, fifty-nine thousand three hundred and ninety-seven dollars and sixty-five cents.

EARNINGS FROM OPERATION.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger —			
Passenger revenue	\$ 642,496 67	\$	\$
Less repayments —			
Tickets redeemed		1,431 37	.....
Excess fares refunded		2,618 93	.....
Total deductions		\$ 4,050 30	.....
Total passenger revenue		\$	638,446 37
Mail	\$	\$	\$ 105,392 23
Express			29,543 54
Extra baggage and storage			12,299 49
Receipts from parlor, dining, and sleeping cars			15,434 71
Total passenger earnings			\$ 801,116 34
Freight —			
Freight revenue	\$ 729,547 23	\$	\$
Less repayments —			
Overcharge to shippers		1,824 03	.....
Other repayments		14 70	.....
Total deductions		\$ 1,838 73	.....
Total freight revenue		\$	727,708 50
Total passenger and freight earnings			\$ 1,528,824 84
Other earnings from operation —			
Car mileage — balance	\$	\$	\$ 9,353 09
Switching charges — balance			477 40
Rents not otherwise provided for			3,855 20
Other sources			167,015 63
Total other earnings			\$ 180,701 32
Total gross earnings from operation			\$ 1,709,526 16

BONDS OWNED.

RAILWAY BONDS.

<i>Name.</i>	<i>Total par value.</i>	<i>Rate.</i>	<i>Valuation.</i>
Oregon and California Railroad Company —			
First mortgage bonds	\$ 783,000 00	5%	\$ 783,000 00
Total	\$ 783,000 00	-----	\$ 783,000 00

MISCELLANEOUS INCOME.

<i>Item.</i>	<i>Gross income.</i>	<i>Net miscellaneous income.</i>
Land sales —		
Not subject to mortgage	\$ 1,317 05	\$ 1,317 05
Subject to mortgage	16,815 62	16,815 62
Interest on time contracts	15,027 16	15,027 16
Interest on bills receivable	288 15	288 15
Sales of town lots, etc.	618 76	618 76
Rental under lease with Southern Pacific Company	5,000 00	5,000 00
Total	\$ 39,066 74	\$ 39,066 74

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway	\$ 230,829 91
Renewals of rails	37,315 58
Renewals of ties	41,504 56
Repairs of bridges and culverts	76,494 08
Repairs of fences, road crossings, signs, and cattle-guards	12,757 35
Repairs of buildings	28,137 94
Repairs of docks and wharves	1,023 01
Repairs of telegraph	38 67
Other expenses	30,812 46
Total	\$ 458,913 56
Maintenance of equipment—	
Repairs and renewals of locomotives	\$ 56,625 09
Repairs and renewals of passenger cars	50,958 49
Repairs and renewals of freight cars	50,924 55
Repairs and renewals of ferry-boats, tugs, floats, and barges	833 43
Shop machinery, tools, etc.	2,297 16
Other expenses	14,530 09
Total	\$ 176,168 81
Conducting transportation—	
Wages of engine-men, firemen, and roundhousemen	\$ 102,835 72
Fuel for locomotives	119,776 21
Water supply for locomotives	8,064 60
All other supplies for locomotives	3,564 38
Wages of other trainmen	88,921 65
All other train supplies	6,826 03
Wages of switchmen, flagmen, and watchmen	5,931 46
Expense of telegraph, including train dispatchers and operators	35,579 10
Wages of station agents, clerks, and laborers	106,807 85
Station supplies	4,724 13
Car mileage—balance	3,496 34
Loss and damage	9,913 45
Injuries to persons	6,965 62
Other expenses	33,858 00
Total	\$ 536,764 54
General expenses—	
Salaries of officers	\$ 19,210 24
Salaries of clerks	29,493 64
General office expenses and supplies	2,436 80
Agencies, including salaries and rent	6,912 89
Advertising	5,249 93
Commissions	393 55
Expense of traffic associations	224 78
Rents for tracks, yards, and terminals	53,836 09
Rents not otherwise provided for	2,693 22
Legal expenses	14,587 79
Stationery and printing	5,202 06
Other general expenses	5,000 28
Total	\$ 145,241 27
Recapitulation of expenses—	
Maintenance of way and structures	\$ 458,913 56
Maintenance of equipment	176,168 81
Conducting transportation	536,745 54
General expenses	145,241 27
Grand total	\$ 1,317,069 18

RENTALS PAID.

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks — Willamette river bridge	Portland, Oregon	Union Pacific Railway Company	\$ 10,000 00	\$ 10,000 00
Total				
Yards — Shop facilities	Sacramento, California	Central Pacific Railroad Company	\$ 5,223 49	\$ 5,223 49
Total				
Terminals — Ground	Portland, Oregon	Northern Pacific Terminal Company	\$ 38,612 60	\$ 38,612 60
Total				
Grand total rents				\$ 53,836 09

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1894.		June 30, 1895.		Year ending June 30, 1895.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$-----	\$36,099,532 29	Assets —			
-----	918,000 00	{ Cost of road ----- }	\$36,242,212 78	\$ 142,680 49	\$-----
-----	37,495 13	{ Cost of equipment ----- }	783,000 00		135,000 00
-----	17,474 35	Bonds owned -----	37,089 10		406 03
-----		Real estate -----	18,110 80	636 45	-----
-----		Cash and current assets -----			-----
-----		Other assets —			-----
52,422 86		Sinking fund -----	52,838 46		-----
704,793 03	757,215 89	Sundries -----	700,064 64		4,312 79
-----	1,430,876 98	Profit and loss -----	752,903 10		-----
\$-----	\$39,260,594 64	Grand total -----	1,933,691 23	522,814 25	-----
-----		-----	\$39,787,007 01	\$ 526,412 37	\$-----
\$-----	\$19,000,000 00	Liabilities —			
-----	19,625,000 00	Capital stock -----	\$19,000,000 00	\$-----	-----
-----	133,482 06	Funded debt -----	19,625,000 00		-----
-----	502,111 58	Current liabilities -----	698,766 80	565,284 74	-----
-----		Income for redemption of bonds -----	463,240 21		38,872 37
\$-----	\$-----	Grand total -----	\$39,787,007 01	\$ 526,412 37	\$-----

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF OREGON.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining-car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with Wells, Fargo and Company provides that the railroad company shall transport express matter and payment shall be made for such service at agreed rates.

2. Rates are fixed by the government and are subject to the terms of act of congress granting aid for the construction of the road.

3. The cars are operated by the Pullman Palace Car Company, which owns an interest in the cars. The net profit or loss from their operation is divided in proportion to the interest owned by each company.

4, 5, 6. These contracts principally apply to interstate traffic.

7. Telegraph lines are operated jointly with the Western Union Telegraph Company under contract entered into for their operation.

8. None.

9. This company received aid in its construction from the United States, and is subject by the acts granting such aid to certain restrictions and conditions regarding the transportation of freight, passengers, and mails. These acts of congress constitute contracts between the railroad and the United States.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	What road mortgaged.			Amount of mortgage or mortgage per mile of line.
	From —	To —	Miles.	
First mortgage bonds.....	Portland	California state line.....	368.80	\$.....
First mortgage bonds.....	Portland	Corvallis.....	96.50	.....
First mortgage bonds.....	Albany Junction.....	Lebanon.....	11.50	.....
First mortgage bonds.....	Woodburn.....	Natron.....	92.70	.....
First mortgage bonds.....	Portland	Airline.....	79.00	.....
First mortgage bonds.....	Sheridan Junction.....	Sheridan.....	7.00	.....

* The mortgage covers the railroads and equipment and telegraph lines; also the lands granted by the United States.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	10	8,130	\$ 45,456 68	\$ 14 52
Other officers	9	2,817	18,477 00	6 56
General office clerks	41	12,883	44,671 80	3 48
Other employes—				
Station agents, including agents who are also operators	98	30,674	55,682 28	1 82
Other station men, including men who are also operators	78	22,849	52,029 96	2 28
Engine-men	47	14,711	71,549 88	4 86
Firemen	51	15,963	42,189 84	2 64
Conductors	29	9,077	36,266 16	4 00
Other trainmen	62	19,406	57,796 68	2 86
Machinists	17	5,821	17,284 92	3 25
Carpenters, shop	14	4,382	18,633 00	3 09
Carpenters, maintenance of way	100	31,300	97,542 60	3 12
Other shopmen	78	24,414	63,401 04	2 60
Section foremen	84	26,292	61,635 00	2 34
Other trackmen	413	129,269	184,715 28	1 43
Switchmen, flagmen, and watchmen	7	2,191	5,165 52	2 36
Telegraph operators and dispatchers, excluding men as shown above	22	6,886	19,653 96	2 85
All other employes and laborers	37	11,581	27,526 00	2 55
Total, including general officers	1,192	373,096	\$ 916,557 60	\$ 2 46
Less general officers	10	3,130	45,456 68	14 52
Total, excluding general officers	1,182	369,966	\$ 871,120 92	\$ 2 35
Distribution of above—				
General administration	60	18,780	\$ 108,585 48	\$ 5 73
Maintenance of way and structures	587	186,861	343,892 88	1 84
Maintenance of equipment	109	34,117	94,218 96	2 76
Conducting transportation	426	133,338	369,860 28	2 77
Total, including general officers	1,192	373,096	\$ 916,557 60	\$ 2 46

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

<i>Item.</i>	<i>Tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Revenue and rates.</i>
Passenger traffic—		
Number of passengers carried earning revenue	442,491	\$
Number of passengers carried one mile	23,204,579	.....
Number of passengers carried one mile per mile of road	35,508	.....
Average distance carried	52.44	.....
Total passenger revenue		638,446 37
Average amount received from each passenger		1 44285
Average receipts per passenger per mile		02751
Total passenger earnings		801,116 34
Passenger earnings per mile of road		1,225 89
Passenger earnings per train mile		1 19252
Freight traffic—		
Number of tons carried of freight earning revenue	379,753	\$
Number of tons carried one mile	40,205,901	.....
Number of tons carried one mile per mile of road	61,524	.....
Average distance haul of one ton	105.874	.....
Total freight revenue		727,708 50
Average amount received for each ton of freight		1 91627
Average receipts per ton per mile		01810
Total freight earnings		727,708 50
Freight earnings per mile of road		1,113 56
Freight earnings per train mile		1 54540
Passenger and freight—		
Passenger and freight revenue		\$1,366,154 87
Passenger and freight revenue per mile of road		2,090 52
Passenger and freight earnings		1,528,824 84
Passenger and freight earnings per mile of road		2,339 44
Gross earnings from operation		1,709,526 16
Gross earnings from operation per mile of road		2,615 95
Gross earnings from operation per train mile		1 49608
Operating expenses		1,317,069 18
Operating expenses per mile of road		2,015 41
Operating expenses per train mile		1 15262
Income from operation		392,456 98
Income from operation per mile of road		600 55
Train mileage—		
Miles run by passenger trains	649,972	\$
Miles run by freight trains	405,445	.....
Miles run by mixed trains	87,255	.....
Total mileage trains earning revenue	1,142,672	\$
Miles run by switching trains	85,726	.....
Miles run by construction and other trains	101,573	.....
Grand total train mileage	1,329,971	\$
Mileage of loaded freight cars—north or east	4,196,761	\$
Mileage of loaded freight cars—south or west		
Mileage of empty freight cars—north or east		
Mileage of empty freight cars—south or west		
Average number of freight cars in train	12.55	.....
Average number of loaded cars in train	8.91	.....
Average number of empty cars in train	3.64	.....
Average number of tons of freight in train	85.384	.....
Average number of tons of freight in each loaded car	9.580	.....

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Total freight tonnage.	
	Whole tons.	Per cent.
Products of agriculture—		
Grain	56,911	14.98
Flour	20,254	5.33
Other mill products	5,816	1.53
Hay	12,013	3.16
Tobacco	218	.06
Cotton	8	
Fruit and vegetables	23,512	6.19
Other	10,062	2.65
Products of animals—		
Livestock	10,474	2.76
Dressed meats	141	.04
Other packing-house products	327	.09
Poultry, game, and fish	2,409	.64
Wool	2,814	.74
Hides and leather	498	.13
Other	51	.01
Products of mines—		
Bituminous coal	948	.25
Coke	331	.09
Ores	1,025	.27
Base metal—pig or bar	28	.01
Stone, sand, and other like articles	2,593	.68
Other	123	.03
Products of forest—		
Lumber	27,937	7.36
Wood	45,629	12.02
Other	342	.09
Manufactures—		
Petroleum and other oils	2,566	.68
Sugar	2,642	.70
Naval stores	51	.01
Iron, pig and bloom	3,988	1.04
Iron and steel rails	16	
Other castings and machinery	827	.22
Bar and sheet metal	881	.23
Cement, brick, and lime	4,183	1.10
Agricultural implements	521	.14
Wagons, carriages, tools, etc.	681	.18
Wines, liquors, and beers	476	.12
Household goods and furniture	1,785	.47
Other	14,330	3.77
Merchandise	30,915	8.14
Miscellaneous—other commodities not mentioned above	3,172	.84
Company tonnage	88,305	23.25
Total tonnage	379,753	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.		Equipment fitted with automatic coupler.	
			Number.	Name.	Number.	Name.
Locomotives — owned and leased —						
Passenger						
Freight	3	56	56	Westinghouse		
Switching		1	1	Westinghouse		
Total locomotives in service	3	57	57	Westinghouse		
Total locomotives owned	3	57	57	Westinghouse		
Cars — owned and leased —						
In passenger service:						
First-class cars		44	41	Westinghouse	44	Miller.
Second-class cars		2	2	Westinghouse	2	Miller.
Combination cars — passenger and baggage	1	3	3	Westinghouse	3	Miller.
Sleeping cars		6	6	Westinghouse	6	Miller.
Baggage, express, and postal cars		24	24	Westinghouse	24	Miller.
Total	1	79	76	Westinghouse	79	Miller.
In freight service:						
Box cars	6	532	88	Westinghouse	8	California.
Flat cars	85	335	121	Westinghouse		
Stock cars	1	21	16	Westinghouse		
Furniture cars		8	8	Westinghouse		
Combination cars	5	80	44	Westinghouse	1	California.
Refrigerator cars — fruit		22	22	Westinghouse	22	Miller.
Total	97	1,048	299	Westinghouse	31	
In company's service:						
Gravel cars — dump	13	20				
Derrick tenders		1	1	Westinghouse	1	Miller.
Caboose cars		16				
Other road cars		3				
Total cars in service	13	40	1	Westinghouse	1	Miller.
Total cars owned	111	1,167				

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.		Total mileage operated.	Rail.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track	653.50		653.50	36.20	617.30
Miles of yard track and sidings	74.82		74.82	52.68	21.79
Total mileage operated (all tracks)	727.82		727.82	88.78	639.09

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line represented by capital stock.		Total mileage operated.	Rail.	
	Main line.	Branches and spurs.		Iron.	Steel.
Oregon	653.50		653.50	36.20	617.30
Total mileage operated (single track)	653.50		653.50	36.20	617.30

RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard. Pounds.	Average price at distributing point. Per ton.	Kind.	Number.*
Steel	2,169.80	61.50	\$ 45 00	Redwood, 6x8x8 feet	206
Total steel	2,169.80	61.50	\$ 45 00	Redwood, 7x8x8 feet	122
				Mountain, 6x8x8 feet	98,443
				Mountain, 7x8x8 feet	7,856
				Burnettized, 6x8x8 feet	102,838
				Total	208,965
					\$ 35

* In the number of ties there are included forty thousand and ninety-one ties, in part plain, in part burnettized ties, which are not charged to operating account.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood.		Total fuel consumed.	Miles run.	Average pounds consumed per mile.
	Hard.	Soft.			
Passenger			Tons.	649,972	26
Freight, including way switching			8,665	449,913	38
Switching			8,596	41,758	23
Construction			473	101,573	25
Mixed			1,283	87,255	24
Total			1,055	1,829,971	30
Average cost at distributing point			20,072		
			\$ 2 83		

ACCIDENTS TO PERSONS.

Kind of accident.	Employees.					
	Trainmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1				1
Falling from trains and engines.....	2	1			2	1
Derailments.....		1				1
Other causes.....		6		1		7
Total.....	2	9		1	2	10

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailments.....		3						
At highway crossings.....		1				2		2
At stations.....		1		5				5
Other causes.....	1	1	2	5			2	5
Total.....	1	5	2	10		2	2	12

OTHER CAUSES.

Trainmen injured.—Geo. Singleton, fireman, stick of wood fell from front tier, injuring foot; S. D. Willis, fireman, foot injured by stick of wood falling on it near West Fork; C. E. McBride, fireman, stick of wood injured foot while firing; C. A. Galarneau, fireman, stick of wood injured foot while firing; W. Everton, fireman, thumb injured on firebox; G. Rhodes, fireman, foot injured by stick of wood.

Other employees injured.—G. Gilmon, assistant, leg bruised in unloading freight from train.

Passengers, killed.—Mrs. M. J. Jasens, insane, jumped from train.

Passengers, injured.—Child fell from window of sleeper, bruising face.

Trespassing, killed.—Tramp fell under trucks at Glendale; Thomas Reiger, struck by pilot while standing on cap of bridge.

Trespassing, injured.—Floyd Rennick, boarded freight train and fell from top of box car, drunk; J. C. Allen, tramp, fell off freight train near Grants Pass and broke leg; John Hodge, tramp, fell from passenger train near Goshen; P. Hawkins, tramp, fell from passenger train and had foot cut off; J. Hines, tramp, fell from passenger train near Drain.

CHARACTERISTICS OF ROAD.

Working divisions or branches.			Alignment.		Profile.						
From —	To —	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Ascending grades.			Descending grades.		
				Miles.	Miles.	Number.	Sum of ascents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
							Feet.	Miles.		Feet.	Miles.
Portland	California state line.	366.80	992	104.88	261.92	605	7,267	217.29	285	4,425	93.42
Albany Junction	Lebanon	11.50	4	84	10.66	23	123	4.87	138	640	27.21
Woodburn	Natron	92.70	88	12.98	79.92	187	987	43.16	129	1,268	39.93
Portland	Corvallis	96.50	99	20.64	75.86	145	1,456	35.68	111	955	27.91
Portland	Airle	79.00	119	18.86	60.14	128	1,171	4.20	15	76	1.90
Sheridan Junction.	Sheridan	7.00	19	1.40	5.60	22	91				
Total.		653.50	1,821	159.60	493.90	1,110	11,095	356.31	678	7,354	198.17

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.
		Feet.	In.	Feet.		Feet.				Feet. In.
Bridges —								Overhead highway crossings—		
Iron	1	180		180		180		Trestles	1	19 10
Wooden	59	9,005	6	45		250				
Combination	3	1,527		180		260		Total	1	
Total	63	10,712	6					Tunnels	13	18 00
Trestles	667	143,921		16		2,536				
Tunnels	13	12,432		109		3,114				

Gauge of track — four feet eight and one half inches.

CHARACTERISTICS OF ROAD—CONCLUDED.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Operated by another company.</i>		
		<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Name of operating company.</i>
25	26	26	26	Operated by railroad employes who report to Western Union Telegraph Company for commercial business.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Name of owner.</i>	<i>Name of operating company.</i>
		Western Union Telegraph Company	Western Union Telegraph Company.
653.50	1,762.90		

CAR MILEAGE.

Individuals, coöperative fast freight lines, and stock companies to which this company pays mileage for the use of cars.

Abernathy Furniture Company.
 American Refrigerator Transit Company.
 American Brewing Company.
 Armour Car Lines.
 Arms' Palace Horse Car Company
 Atlanta Stone, Coal, and Lumber Company's
 Lines.
 Bear Creek Refining Company.
 Blue Line.
 Boyd, Lunham and Company.
 California Fruit Express.
 California Fruit Transportation Company.
 Canadian Pacific Despatch.
 Canada Cattle Car Company.
 Canada Southern Line.
 Carnegie Steel Company.
 Central Equipment Company.
 Chicago Refrigerator Car Line.
 Corlie Oatmeal Company.
 Climax Gasoline Company.
 Continental Fruit Express.
 Cottolene Refrigerator Line.
 Cudahy Refrigerator Line.
 Cudahy Milwaukee Refrigerator Line.
 Commerce Despatch Line.
 Eagle Consolidated Tank Line.
 Empire Line.
 Erie Despatch.
 Goodell Refrigerator Car Company.
 Hammond Refrigerator Line.
 Havens and Company.
 Healy Refrigerator Line.
 Hicks Stock Car Company.
 Independent Refining Company.
 International Fruitdealers' Despatch.
 Interstate Ventilated Refrigerator Car Line.
 International Oil Works.

Jacob Dodd Packing Company.
 Kansas City Dressed Beef Line.
 Kansas City Manufacturers' Despatch.
 Kingan Refrigerator Line.
 Libby, McNeil and Libby.
 Lipton Refrigerator Line.
 Live Poultry Transportation Company.
 Merchants' Despatch Transportation Com-
 pany.
 Merchants' and Planters' Oil Company.
 Morris and Company's Refrigerator Line.
 National Despatch Line.
 National Fruit Despatch.
 National Linseed Oil Company.
 National Rolling Stock Company.
 New England Car Company.
 New York Despatch Refrigerator Line.
 Pacific Coast Oil Company.
 Peavey Grain Line.
 Pullman Palace Car Company.
 Red Line.
 San Francisco Brewers' Car and Transporta-
 tion Company, Limited.
 St. Charles Car Company.
 St. Louis Refrigerator Car Company.
 Southern Iron Car Line.
 Southwest Millers' Despatch.
 Southern Despatch Lumber Line.
 Streets' Western Stable Car Line.
 Swift's Refrigerator Line.
 Texas and Pacific Coal Company.
 Union Refrigerator Transit Company.
 Union Tank Line.
 Wagner Palace Car Company.
 Waters-Pierce Oil Company.
 Waverly Oil Company.
 White Star Transportation Company.

OATH.

STATE OF OREGON, }
 County of Multnomah. } ss.

We, the undersigned, R. Koehler, second vice-president of the Oregon and California Railroad Company and manager of the lines in Oregon of the Southern Pacific Company, and George H. Andrews, secretary of the Oregon and California Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER,

Second vice-president of Oregon and California Railroad Company and manager of lines in Oregon of the Southern Pacific Company.

GEORGE H. ANDREWS,
 Secretary.

Subscribed and sworn to before me this eighteenth day of September, eighteen hundred and ninety five.

F. G. EWALD,
 Notary Public.

ANNUAL REPORT
OF THE
OREGON RAILWAY AND NAVIGATION COMPANY.

E. MCNEILL, RECEIVER.

For the year ending June 30, 1895.

This report is prepared by E. McNeill, receiver of the Oregon Railway and Navigation Company, duly appointed as such by the circuit courts of the United States of the districts of Oregon, Washington, Idaho, and California, by orders duly entered in said courts, in a suit of the Farmers' Loan and Trust Company against the Oregon Railway and Navigation Company and others, commenced for the purpose of foreclosing the consolidated five per cent. mortgage of the Oregon Railway and Navigation Company.

That it is alleged in said bill that the property of the Cascades Railroad Company, the Columbia and Palouse Railroad Company, the Mill Creek Flume and Manufacturing Company, the Oregon Railway Extensions Company, the Walla Walla and Columbia River Railroad Company, and the Washington and Idaho Railroad Company, is subject to said mortgage by virtue of leases made from said companies to the Oregon Railway and Navigation Company, and therefore the said E. McNeill was appointed receiver of the property of said companies in addition to the property of the said Oregon Railway and Navigation Company, and this report covers the operation of property of all the said companies; that E. McNeill was appointed receiver on the fourth day of July, eighteen hundred and ninety-four, and commenced the operation of the said railroad on the said date; that prior to the appointment of said E. McNeill, as receiver, the property of the Oregon Railway and Navigation Company, and the other roads mentioned, was operated by S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederick R. Condert, the receivers theretofore appointed by the circuit courts of the United States in the district of Nebraska, Oregon, Washington, and other districts in the suit of Oliver Ames, Second, *et al.*, against the Union Pacific Railroad Company, *et al.*; that this report includes the operations of the said Clark and other receivers, from the first day of July, eighteen hundred and ninety-four, to the third day of July, eighteen hundred and ninety-four, both inclusive; that the facts and statements concerning the operations of said Receiver Clark, and others, were obtained from Erastus Young of Omaha, Nebraska, auditor for said receivers, and from Alexander Miller of Boston, Massachusetts, assistant comptroller for the said receivers; that full report is not made for the reason that the corporate books and papers of the Oregon Railway and Navigation Company are not in the possession of said E. McNeill, receiver, and never have been placed in said receiver's possession, under the said order of the courts.

E. S. BENSON,
General Auditor for Receiver.

HISTORY.

1. Name of common carrier making this report? Oregon Railway and Navigation Company, E. McNeill, receiver.

2. Date of organization? Incorporated June thirteenth, eighteen hundred and seventy-nine. [See explanation on preceding page for facts in regard to receivership.]

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General laws of Oregon.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Oregon Railway and Navigation Company owns the capital stock of the Cascades Railroad Company, Columbia and Palouse Railroad Company, Mill Creek Flume and Manufacturing Company, Oregon Railroad Extensions Company, Walla Walla and Columbia River Railroad Company, and Washington and Idaho Railroad Company. These companies, however, still maintain a separate corporate organization.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Oliver Ames, Second	Boston, Massachusetts	Elected July 19, 1893, to serve for one year, or until their successors should be elected and qualified.
Edwin F. Adkins	Boston, Massachusetts	
R. W. Baxter	Portland, Oregon	
Walter F. Burrell	Portland, Oregon	
B. Campbell	Portland, Oregon	
S. H. H. Clark	Omaha, Nebraska	
W. W. Cotton	Portland, Oregon	
Frank Dekum*	Portland, Oregon	
T. Gradon Dexter	Boston, Massachusetts	
Alex. E. Orr	New York, N. Y.	
Henry R. Reed	Boston, Massachusetts	
Zera Snow†	Portland, Oregon	
D. P. Thompson	Portland, Oregon	

*Deceased.

†Resigned.

Total number of stockholders at date of last election? One thousand one hundred and twenty.

Date of last meeting of stockholders for election of directors? July nineteenth, eighteen hundred and ninety-three.

Give postoffice address of general office? Portland, Oregon.

Give postoffice address of operating office? Portland, Oregon.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, E. S. Benson; title, general auditor for receiver; address, Portland, Oregon.

OFFICERS.

Appointed by the Receiver.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Receiver and general manager	E. McNeill	Portland, Oregon.
Treasurer	First National Bank	Portland, Oregon.
Attorney, or general counsel	Cox, Cotton, Teal and Minor	Portland, Oregon.
General auditor	E. S. Benson	Portland, Oregon.
Assist. to receiver and gen'l manager	J. G. Woodworth	Portland, Oregon.
Chief engineer	W. H. Kennedy	Portland, Oregon.
Superintendent of rail lines	J. P. O'Brien	Portland, Oregon.
Superintendent of steamer lines	T. W. Lee	Portland, Oregon.
Superintendent of ocean division	Goodall, Perkins and Co.	San Francisco, California.
Superintendent of telegraph	J. H. Guild	Portland, Oregon.
General freight agent	B. Campbell	Portland, Oregon.
Assistant general freight agent	D. C. O'Reilly	Portland, Oregon.
General passenger agent	W. H. Hurlburt	Portland, Oregon.

PROPERTY OPERATED—STATE OF OREGON.

Name of every railroad the operations of which are included in the income account.
In giving roads below, observe the following classification and order:—

1. Railroad line represented by capital stock:
 - (a) Main line.
 - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name.	Terminata.		Miles of line for each class of roads named.	Miles of line for each class of roads named.
	From—	To—		
Class I—				
(a) Oregon Railway and Navigation Company	Portland, Oregon	Albina Junction, Oregon	39	
Oregon Railway and Navigation Company	East Portland, Oregon	Huntington, Oregon	402.03	
(b) Oregon Railway and Navigation Company	Umatilla, Oregon	State line, Washington	20.76	
Oregon Railway and Navigation Company	Pendleton Junction, Oregon	Blue Mountain, Oregon	28.15	
Oregon Railway and Navigation Company	Milton, Oregon	State line, Washington	8.25	
Oregon Railway and Navigation Company	Wallowa Junction, Oregon	Heppner, Oregon	45.40	
				504.98
Class II—				
Oregon Railway Extensions Company	La Grande, Oregon	Elgin, Oregon	20.89	
Walla Walla and Columbia River Railroad Company	Blue Mountain, Oregon	Milton, Oregon	5.94	
				26.23
Class III—				
Northern Pacific Terminal Company of Oregon	East Portland, Oregon	Albina, Oregon	2.37	
				2.37
Total				533.58

PROPERTY OPERATED—ENTIRE LINE.

Name of every railroad the operations of which are included in the income account.
In giving roads below, observe the following classification and order:—

1. Railroad line represented by capital stock:
 - (a) Main line.
 - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
 3. Line operated under lease for specified sum.
 4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
 5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each class of roads named.	Miles of line for each class of roads named.
	From—	To—		
Class I—				
(a) Oregon Railway and Navigation Company	Portland, Oregon	Albina Junction, Oregon	39	
(b) Oregon Railway and Navigation Company	East Portland, Oregon	Huntington, Oregon	402.03	
Oregon Railway and Navigation Company	Umatilla, Oregon	Wallula Junction, Washington	27.12	
Oregon Railway and Navigation Company	Pendleton Junction, Oregon	Blue Mountain, Oregon	28.15	
Oregon Railway and Navigation Company	Milton, Oregon	Walla Walla, Washington	12.79	
Oregon Railway and Navigation Company	Walla Walla, Washington	La Crosse Junction, Washington	81.10	
Oregon Railway and Navigation Company	Willows Junction, Oregon	Heppner, Oregon	45.40	
Oregon Railway and Navigation Company	Bolles Junction, Washington	Dayton, Washington	13.36	
Oregon Railway and Navigation Company	Starbuck, Washington	Pomeroy, Washington	30.00	640.34
Class II—				
Cascades Railroad Company	Lower Cascades, Washington	Upper Cascades, Washington	6.00	
Columbia and Palouse Railroad Company	Connell, Washington	Moscow, Idaho	117.32	
Columbia and Palouse Railroad Company	Colfax, Washington	Farmington, Washington	27.48	
Mill Creek Flume and Manufacturing Company	Walla Walla, Washington	Dudley and Dixie, Washington	13.40	
Oregon Railway Extensions Company	Winona Junction, Washington	Seltice, Washington	47.84	
Oregon Railway Extensions Company	La Grande, Oregon	Elgin, Oregon	20.89	
Walla Walla and Columbia River Railroad Company	Wallula Junction, Washington	Walla Walla, Washington	30.18	
Walla Walla and Idaho Railroad Company	Blue Mountain, Oregon	Milton, Oregon	5.34	
Washington and Idaho Railroad Company	Farmington, Washington	Spokane, Washington	60.42	
Washington and Idaho Railroad Company	Tekoa, Washington	Stulen, Idaho	87.10	
Washington and Idaho Railroad Company	Wallace, Idaho	Burke, Idaho	6.67	422.64
Class III—				
Northern Pacific Terminal Company of Oregon	East Portland, Oregon	Albina, Oregon	2.37	2.37
Total				1,065.35

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of Authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
First mortgage.....	July 1, 1879	July 1, 1909	\$ 6,000,000 00	-----	\$ 4,988,000 00
Total			\$ 6,000,000 00	-----	\$ 4,988,000 00

FUNDED DEBT—CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Cash realized on amount issued.	Interest.			
		Rate.	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage.		6%	July 1, Jan. 1.	\$ 296,280 00	\$ 290,490 00
Total				\$ 296,000 00	\$ 290,490 00

The present receiver has no records, showing outstanding bonds, etc., as called for on this page, except as noted above; see explanation on page 42.

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds-----	\$ 6,000,000 00	\$ 4,938,000 00	\$ 296,280 00	\$ 290,490 00
Total-----	\$ 6,000,000 00	\$ 4,938,000 00	\$ 296,280 00	\$ 290,490 00

CURRENT ASSETS AND LIABILITIES.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1935.	
Cash-----	\$ 838,965 91	Audited vouchers and accounts-----	\$ 289,454 26
Due from agents-----	108,998 65	Wages and salaries-----	180,895 72
Net traffic balances due from other companies-----	177,824 25	Net traffic balances due to other companies-----	16,807 25
Other cash assets, (excluding "materials and supplies")*-----	61,695 83	Total—Current liabilities-----	\$ 485,857 23
S. H. Clark, <i>et al.</i> , receivers, Oregon Short Line and Utah Northern Railway Company: Amount due on account of expenses incurred prior to date of appointment of present receiver, paid by present receiver, and earnings accruing subsequent to his appointment, paid to S. H. Clark, <i>et al.</i> , receivers-----	5,150 81	Balance—Cash assets-----	706,478 22
Total—Cash and current assets-----	\$ 1,192,335 45	Total-----	\$ 1,192,335 45

*Materials and supplies on hand, three hundred and thirty-nine thousand nine hundred and seven dollars and fifty-two cents.

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation.....	\$ 4,352,211 67	\$.....
Less operating expenses.....	3,071,751 76	
Income from operation.....		1,280,459 91
Interest on bonds owned.....	8,022 83	
Miscellaneous income—less expenses.....	*34,177 98	
Income from other sources.....	\$.....	*26,155 15
Total income.....		\$ 1,254,304 76
Deductions from income—		
Interest on funded debt paid.....	290,490 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	5,764 01	
Taxes.....	148,369 60	
Total deductions from income.....	\$.....	444,623 61
Net income.....		\$ 809,681 15
Surplus on June 30, 1895.....		\$ 809,681 15

*Deficit.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repay- ments, etc.	Actual earnings.
Passenger—			
Passenger revenue.....	\$ 410,486 57	\$.....	\$.....
Less repayments—			
Excess fares refunded.....		12,505 18	
Total deductions.....		\$ 12,505 18	
Total passenger revenue.....		\$.....	\$ 397,981 39
Mail.....			113,938 07
Express.....			37,943 08
Extra baggage and storage.....			8,623 80
Total passenger earnings.....			\$ 558,486 34
Freight—			
Freight revenue.....	\$ 2,257,146 73		
Less repayments—			
Overcharge to shippers.....		28,066 72	
Total deductions.....		\$ 28,066 72	
Total freight revenue.....		\$.....	\$ 2,229,080 01
Total freight and passenger earnings.....			\$ 2,787,566 35
Other earnings from operation—			
Car mileage—balance.....			12,901 09
Telegraph companies.....			13 89
Rents from tracks, yards, and terminals.....			11,993 04
Rents, not otherwise provided for.....			2,102 50
Other sources.....			4,829 28
Total other earnings.....			\$ 31,839 80
Total gross earnings from operation, Oregon.....			\$ 2,819,406 15
Total gross earnings from operation, entire line.....			\$ 4,352,211 67

BONDS OWNED.

Name.	Total per value.	Rate.	Income or interest received.	Valuation.
Willamette Transportation and Locks Company	\$ 309,000 00	5%	\$ 8,022 83	
Total			\$ 8,022 83	

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracts— Willamette Steel Bridge and track connecting with Southern Pacific	Portland Oregon	Southern Pacific Company	\$10,000 00	
Tracts	Cascade Locks, Oregon	J. G. and I. N. Day	1,919 87	
Total			\$	11,919 87
Terminals— Tracks	East side of Willamette river, Portland, Oregon	Northern Pacific Terminal Company	1 00	
Tracks and terminal facilities	Huntington, Oregon	Receivers, Oregon Short Line and Utah Northern Railway Company	72 17	
Total			\$	73 17
Grand total rents received				\$ 11,993 04

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Profit on bonds Northern Pacific Terminal Company, purchased under contract and sold at market value.....	\$ 2,887 00	\$ -----	\$ 2,887 00
Interest on bank balances, etc.....	64 29	-----	64 29
Rental upper roadway, Willamette river bridge.....	9,584 63	-----	9,584 63
Rents from lands, etc.....	4,202 32	602 32	3,600 00
Ocean and river steamer lines.....	787,596 52	792,976 55	*55,380 03
Amount received on account of fishing privileges at cascades.....	5,066 13	-----	5,066 13
Total.....	\$ 759,400 89	\$ 793,578 87	*34,177 98
*Deficit.			

OPERATING EXPENSES—STATE OF OREGON.

Item.	Amount.
Maintenance of way and structures —	
Repairs of roadway.....	\$ 326,974 65
Renewals of rails.....	54,542 72
Renewals of ties.....	72,296 78
Repairs and renewals of bridges and culverts.....	124,430 38
Repairs and renewals of fences, road crossings, signs, and cattle-guards.....	4,172 22
Repairs and renewals of buildings and fixtures.....	36,867 54
Repairs and renewals of telegraph.....	484 71
Stationery and printing.....	385 02
Total.....	\$ 620,153 97
Maintenance of equipment —	
Superintendence.....	\$ 6,310 29
Repairs and renewals of locomotives.....	112,807 03
Repairs and renewals of passenger cars.....	34,165 69
Repairs and renewals of freight cars.....	102,286 53
Repairs and renewals of work cars.....	15,146 85
Repairs and renewals of shop machinery and tools.....	15,405 22
Stationery and printing.....	805 24
Other expenses.....	12,189 07
Total.....	\$ 299,115 92
Conducting transportation —	
Superintendence.....	\$ 40,243 99
Engine and roundhouse men.....	155,761 85
Fuel for locomotives.....	275,034 71
Water supply for locomotives.....	9,657 91
Oil, tallow, and waste for locomotives.....	7,243 10
Other supplies for locomotives.....	1,969 09
Train service.....	96,386 25
Train supplies and expenses.....	27,514 40
Switchmen, flagmen, and watchmen.....	34,857 42
Telegraph expenses.....	43,452 40
Station service.....	85,174 66
Station supplies.....	8,917 86
Switching charges—balance.....	1,209 70

OPERATING EXPENSES—STATE OF OREGON—CONCLUDED.

<i>Item.</i>	<i>Amount.</i>
Conducting transportation —	
Hire of equipment.....	\$ *614 85
Loss and damage.....	28,278 08
Injuries to persons.....	9,155 78
Clearing wrecks.....	6,176 38
Advertising.....	2,490 01
Outside agencies.....	68,506 95
Commissions.....	1,159 24
Rents for tracks, yards, and terminals.....	230,158 48
Rents of buildings and other property.....	2,206 87
Stationery and printing.....	7,599 92
Other expenses.....	
Totals.....	\$ 1,142,540 20
General expenses —	
Salaries of general officers.....	\$ 18,332 62
Salaries of clerks and attendants.....	24,038 62
General office expenses and supplies.....	9,148 09
Insurance.....	5,940 87
Law expenses.....	12,080 24
Stationery and printing (general offices).....	1,936 29
Other expenses.....	2,505 75
Total.....	\$ 73,982 48
Recapitulation of expenses —	
Maintenance of way and structures.....	\$ 620,153 97
Maintenance of equipment.....	299,115 92
Conducting transportation.....	1,142,540 20
General expenses.....	73,982 48
Grand total.....	\$ 2,135,792 57
Grand total operating expenses, entire line.....	\$ 3,071,751 76
Percentage of operating expenses to earnings—Oregon.....	75 75
Percentage of operating expenses to earnings—entire line.....	70 58
*Deficit.	

RENTALS PAID.

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Terminals—				
Tracks, terminal facilities, etc..	Portland, Or....	Northern Pacific Terminal Company...	\$ 230,158 48	\$.....
Total.....			\$.....	230,158 48
Grand total rents.....				\$230,158 48

COMPARATIVE GENERAL BALANCE SHEET.

	June 30, 1895.	
	Item.	Total.
Assets—		
Cash and current assets.....	\$	706,478 22
S. H. H. Clark, <i>et al.</i> , receivers—Net earnings July 1st to 3d, inclusive, 1894.....		373 49
Other assets—		
Materials and supplies.....	339,907 52	
Unappropriated insurance.....	3,809 57	343,717 09
Grand total	\$	1,050,568 80
Liabilities—		
Material account, Oregon Railway and Navigation Company.		
Value of material on hand at time of present receiver's appointment.....	\$	227,748 63
Property account, Oregon Railway and Navigation Company; value of equipment and other property sold or destroyed, less amount paid for additional station grounds, etc.....		13,139 02
Profit and loss.....		809,681 15
Grand total	\$	1,050,568 80

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF OREGON.

Pacific Express Company.—The Oregon Railway and Navigation Company furnishes to the Pacific Express Company transportation facilities usually granted to express companies, and receives therefor one half of the gross earnings accruing on account of express matter carried over Oregon Railway and Navigation Company's lines.

United States Postoffice Department.—Usual contracts for carrying United States mail, and for furnishing railway postoffice cars.

Western Union Telegraph Company.—Western Union Telegraph Company own certain telegraph lines along this company's line of road, as shown on page —, and receive all tolls on commercial messages; Oregon Railway and Navigation Company operators handle Western Union messages, and no charge is made against the telegraph company for their services; Western Union Telegraph Company furnish free telegraph service to the Oregon Railway and Navigation Company on all their lines in the United States, up to a limit of thirteen thousand dollars per annum, with half-rate on messages over the limit.

Northern Pacific Terminal Company of Oregon.—Oregon Railway and Navigation Company pay for use of terminal facilities, etc., at Portland, Oregon, a rental based upon the interest on the amount of the terminal company's bonds outstanding and their sinking fund requirements; the Oregon Railway and Navigation Company also pay a proportion of the operating expenses of the terminal company, the same being divided between the different railroad companies using the terminals, on a wheelage and tonnage basis.

EMPLOYÉS AND SALARIES — ENTIRE LINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers (including receiver)	7	2,487	\$ 44,466 31	\$ 17 88
Other officers	10	3,580	28,016 34	7 82
General office clerks	80	27,071	61,445 24	2 27
Other employes—				
Station agents.....	43	14,614	33,410 11	2 28
Other station men.....	110	40,126	73,946 71	1 83
Enginemen.....	82	31,092	121,898 30	3 90
Firemen.....	87	31,156	72,262 35	2 32
Conductors.....	56	20,996	66,269 35	3 15
Other trainmen.....	98	37,643	86,083 80	2 26
Machinists.....	90	29,682	76,878 85	2 57
Carpenters.....	108	61,994	161,873 85	2 61
Other shopmen.....	130	63,047	146,649 70	2 32
Section foreman.....	159	46,633	90,649 05	1 94
Other trackmen.....	706	209,071	263,005 03	1 26
Switchmen, flagmen, and watchmen.....	52	17,898	38,199 60	2 20
Telegraph operators and dispatchers.....	72	95,937	62,692 48	2 40
Employees—account floating equipment.....	499	176,071	367,697 80	2 10
All other employes and laborers.....	380	115,685	245,728 44	2 12
Total, including general officers — entire line	2,779	953,293	\$ 2,037,327 31	\$ 2 14
Less general officers	7	2,487	44,466 31	—
Total, excluding general officers — entire line	2,772	950,806	\$ 1,992,861 00	\$ 2 10
Distribution of above —				
General administration.....	119	39,961	\$ 134,444 72	\$ 3 36
Maintenance of way and structures.....	1,100	346,585	577,892 20	1 67
Maintenance of equipment.....	173,180	394,152 55	894,152 55	2 27
Conducting transportation.....	1,122	393,567	931,347 84	2 37
Total, including general officers — entire line	2,779	953,293	\$ 2,037,327 31	\$ 2 14
Less general officers	7	2,487	44,466 31	—
Total, excluding general officers — entire line	2,772	950,806	\$ 1,992,861 00	\$ 2 10
Total, including general officers — entire line	2,779	953,293	\$ 2,037,327 31	\$ 2 14

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE
OF OREGON.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	118,689	\$.....
Number of passengers carried one mile.....	10,325,867	.....
Number of passengers carried one mile per mile of road.....	19,352	.....
Average distance carried.....	87.00	.....
Total passenger revenue.....		397,981 39
Average amount received from each passenger.....		3 35315
Average receipts per passenger per mile.....		3 85421
Total passenger earnings.....		558,486 34
Passenger earnings per mile of road.....		1,046 67771
Passenger earnings per train mile.....		1 60866
Freight traffic—		
Number of tons carried of freight earning revenue.....	768,877	\$.....
Number of tons carried one mile.....	144,870,347	.....
Number of tons carried one mile per mile of road.....	270,569	.....
Average distance haul of one ton.....	189.00	.....
Total freight revenue.....		2,229,080 01
Average amount received for each ton of freight.....		2 91811
Average receipts per ton per mile.....		01544
Total freight earnings.....		2,229,080 01
Freight earnings per mile of road.....		4,177 59
Freight earnings per train mile.....		2 82497
Passenger and freight—		
Passenger and freight revenue.....		\$2,627,061 40
Passenger and freight revenue per mile of road.....		4,948 88
Passenger and freight earnings.....		2,787,566 35
Passenger and freight earnings per mile of road.....		5,251 24
Gross earnings from operation.....		2,819,406 15
Gross earnings from operation per mile of road.....		5,311 22
Gross earnings from operation per train mile.....		2 48
Operating expenses.....		2,135,792 57
Operating expenses per mile of road.....		4,023 42
Operating expenses per train mile.....		1 88
Income from operation.....		683,613 58
Income from operation per mile of road.....		1,281 18
Train mileage—		
Miles run by passenger trains.....	322,020	\$.....
Miles run by freight trains.....	713,595	.....
Miles run by mixed trains.....	100,625	.....
Total mileage trains earning revenue.....	1,136,240	\$.....
Miles run by switching trains.....	264,325	.....
Miles run by construction and other trains.....	136,765	.....
Grand total train mileage.....	1,537,330	\$.....
Mileage of loaded freight cars—		
loaded freight cars—north or east.....	5,236,592	\$.....
loaded freight cars—south or west.....	7,044,440	.....
Mileage of empty freight cars—north or east.....	3,390,698	.....
Mileage of empty freight cars—south or west.....	1,633,039	.....
Average number of freight cars in train.....	21	.....
Average number of loaded cars in train.....	15	.....
Average number of empty cars in train.....	6	.....
Average number of tons of freight in train.....	177.45	.....
Average number of tons of freight in each loaded car.....	12 48	.....

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue	186,618	\$-----
Number of passengers carried one mile	20,487,832	-----
Number of passengers carried one mile per mile of road	9,340	-----
Average distance carried	109.78	-----
Total passenger revenue		625,870 16
Average amount received from each passenger		3 25375
Average receipts per passenger per mile		3 05483
Total passenger earnings		878,567 40
Passenger earnings per mile of road		829 34573
Passenger earnings per train mile		1 60846
Freight traffic—		
Number or tons carried of freight earning revenue	855,897	\$-----
Number of tons carried one mile	194,594,407	-----
Number of tons carried one mile per mile of road	183,692	-----
Average distance haul of one ton	227.36	-----
Total freight revenue		3,435,489 54
Average amount received for each ton of freight		4 01391
Average receipts per ton per mile		3 01765
Total freight earnings		3,435,489 54
Freight earnings per mile of road		3,243 02
Freight earnings per train mile		2 82497
Passenger and freight—		
Passenger and freight revenue		\$4,061,359 70
Passenger and freight revenue per mile of road		3,833 82
Passenger and freight earnings		4,314,056 94
Passenger and freight earnings per mile of road		4,072 36
Gross earnings from operation		4,352,211 67
Gross earnings from operation per mile of road		4,108 38
Gross earnings from operation per train mile		2 47
Operating expenses		3,071,751 76
Operating expenses per mile of road		2,899 66
Operating expenses per train mile		1 74
Income from operation		1,280,459 91
Income from operation per mile of road		1,208 72
Train mileage—		
Miles run by passenger trains	487,603	\$-----
Miles run by freight trains	1,040,270	-----
Miles run by mixed trains	234,460	-----
Total mileage trains earning revenue	1,762,333	\$-----
Miles run by switching trains	332,804	-----
Miles run by construction and other trains	189,306	-----
Grand total train mileage	2,284,443	\$-----
Mileage of loaded freight cars—north or east	6,960,500	\$-----
Mileage of loaded freight cars—south or west	9,694,627	-----
Mileage of empty freight cars—north or east	4,908,299	-----
Mileage of empty freight cars—south or west	2,017,172	-----
Average number of freight cars in train	18	-----
Average number of loaded cars in train	13	-----
Average number of empty cars in train	5	-----
Average number of tons of freight in train	152.66	-----
Average number of tons of freight in each loaded car	12.46	-----

FREIGHT TRAFFIC MOVEMENT—STATE OF OREGON.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight origi- nating on this road— whole tons.	Freight re- ceived from connecting roads and other carriers —whole tons.	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture—				
Grain	171,594	224,309	395,903	51·83
Flour	11,603	15,466	27,069	3·55
Other mill products	2,868	4,080	6,948	·90
Hay	3,021	86	3,107	·41
Tobacco	35	406	441	·06
Fruit and vegetables	8,365	3,416	11,781	1·54
Products of animals—				
Livestock	22,961	2,412	25,373	3·32
Dressed meats	5,604	678	6,282	·82
Other packing-house products	215	377	592	·08
Poultry, game, and fish	10,087	201	10,288	1·34
Wool	9,491	710	10,201	1·34
Hides and leather	845	419	1,264	·17
Products of mines—				
Anthracite coal	114	103	217	·03
Bituminous coal	853	7,072	7,925	1·04
Coke	172	—	172	·02
Ores	4,391	11,561	15,952	2·09
Stone, sand, and other like articles	3,049	3,637	6,686	·88
Products of forest—				
Lumber	127,107	6,816	133,923	17·53
Manufactures—				
Petroleum and other oils	1,326	5,118	6,444	·84
Sugar	4,460	393	4,853	·63
Iron, pig and bloom	320	318	638	·08
Iron and steel rails	691	228	919	·12
Other castings and machinery	141	4,513	4,654	·61
Bar and sheet metal	—	2,443	2,443	·32
Cement, brick, and lime	7,675	749	8,424	1·11
Agricultural implements	359	961	1,320	·17
Wagons, carriages, tools, etc.	284	524	808	·10
Wines, liquors, and beers	331	938	1,269	·17
Household goods and furniture	979	1,192	2,171	·28
Salt	1,299	2,567	3,866	·50
Merchandise				
Miscellaneous—other commodities not mentioned above	13,854	10,464	24,318	3·18
.....	27,414	10,312	37,726	4·94
Total tonnage—Oregon				
.....	441,458	322,419	763,877	100·00
Total tonnage—entire line				
.....	791,114	64,783	855,897	-----

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.		Equipment fitted with automatic coupler.	
			Number.	Name.	Number.	Name.
● Locomotives—owned and leased—						
Passenger.....		14	14	Westinghouse		
Freight.....		70	76	Westinghouse		
Switching.....		4	4	Westinghouse		
		10	9	Westinghouse		
Total locomotives in service.....		104	103	Westinghouse		
Less locomotives leased.....						
Total locomotives owned.....		104	103	Westinghouse		
Cars—owned and leased—						
In passenger service:						
First-class cars.....		19	19	Westinghouse	19	Miller.
Second-class cars.....		5	5	Westinghouse	5	Miller.
Combination cars.....		10	10	Westinghouse	3	Miller.
Baggage, express, and postal cars.....		25	25	Westinghouse	25	Miller.
Other cars in passenger service.....	1	1	1	Westinghouse		
Total.....	1	60	60	Westinghouse	52	Miller.
In freight service:						
Box cars.....		1,962	1,133	Westinghouse	1	Chicago.
					2	American.
					1	Buckeye.
					63	Saford automatic.
Flat cars.....		285	20	Westinghouse		
Stock cars.....		264	208	Westinghouse	100	Jaune.
Coal cars.....		136	7	Westinghouse	12	Saford automatic.
Refrigerator cars.....		4	4	Westinghouse	3	Saford automatic.
Other cars in freight service.....		201	198	Westinghouse	1	American.
Total.....		2,852	1,572	Westinghouse	5	Saford automatic.
					188	

DESCRIPTION OF EQUIPMENT—CONCLUDED.

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.	Equipment fitted with automatic coupler.
			Number.	Number.
			Name.	Name.
Cars—owned and leased—				
In company's service:				
Officers' and pay cars		3	Westinghouse	2 Miller.
Gravel cars		39	Westinghouse	
Derrick cars		4	Westinghouse	
Caboose cars		49	Westinghouse	
Other road cars	1	85	Westinghouse	
Total cars in service	2	3,092	1,675	242
Total cars owned	2	3,092	1,675	242

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS.)

Line in use.	Line represented by capital stock.		Line of proprietary companies.		Line operated under lease.		Total mileage operated.		Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track	402.42	237.92	416.64		2.37		1,039.35		259.30	800.05
Miles of yard track and sidings	44.78	30.47	36.35		14.04		125.64		76.60	49.04
Total mileage operated (all tracks)	447.20	268.39	452.99		16.41		1,164.99		335.90	849.09

MILEAGE — CONCLUDED.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.				Iron.	Steel.
Oregon	402.42	102.56	26.23	2.37	533.58	73.98	459.60
Washington		135.36	286.41		431.77	133.19	298.58
Idaho			94.00		94.00	2.13	91.87
Total mileage operated (all tracks)	402.42	237.92	416.64	2.37	1,059.35	259.30	800.05

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line represented by capital stock.		Line of proprietary companies.*	Total mileage owned.
	Main line.	Branches and spurs.		
Oregon	402.42	102.56	26.23	531.21
Washington		135.36	302.41	437.77
Idaho			94.00	94.00
Total mileage owned (single track)	402.42	237.92	422.64	1,062.98

*The difference between mileage of proprietary companies, as shown by table "A" and "B," and that as shown by table "C" represents the mileage of the Cascades Railroad Company, which has been abandoned.

MILEAGE—STATE OF OREGON.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track-----	402.42	102.56	26.23	2.37	333.58	73.96	459.60
Miles of yard track and sidings-----	44.78	8.12	1.65	14.04	68.59	28.19	40.40
Total mileage operated (all tracks)-----	447.20	110.68	27.88	16.41	602.17	102.17	500.00

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Oregon.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track-----	402.42	102.56	26.23	2.37	533.58	73.96	459.60
Total mileage operated (single track)-----	402.42	102.56	26.23	2.37	533.58	73.96	459.60

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Oregon.	Line represented by capital stock.		Line of proprietary companies.	Total mileage owned.
	Main line.	Branches and spurs.		
Miles of single track-----	402.42	102.56	26.23	531.21
Total mileage owned (single track)-----	402.42	102.56	26.23	531.21

RENEWALS OF RAILS AND TIES—STATE OF OREGON.

Kind.	New rails laid during year.			New ties laid during year.		
	Tons.	Weight per yard. Pounds.	Average price at distributing point. Per ton.	Kind.	Number.	Average price at distributing point.
Steel	1,089.60	70	\$ 35 75	Fine, fir, and tamarack.	208,067	\$ 021 '09
Steel	500.13	70	32 25		208,067	\$ 021 '09
Total steel	1,589.73	70	\$ 34 65	Total		

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

Locomotives.	Coal.		Wood.		Total fuel consumed.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
	Tons.	Tons.	Cords.	Cords.	Tons.		
Passenger		26,808.30		281.23	26,948.91	580,730	92.80
Freight		68,786.51		715.28	69,144.16	1,486,458	93.03
Switching		15,367.44		159.57	15,447.23	332,804	92.83
Construction		8,156.95		84.67	8,199.28	177,091	92.59
Total		119,119.20		1,240.75	119,739.58	2,576,983	92.93
Average cost at distributing point		3.409		1.723	3.411		

ACCIDENTS TO PERSONS—STATE OF OREGON.

Kind of accident.	Employees.							
	Trainman.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		11		4		2		17
Falling from trains and engines		2			1	2	1	4
Overhead obstructions		1						1
Collisions	1	4					1	4
Derailments	1	5					1	5
Other train accidents		1						1
At stations		1		1		1		3
Other causes		11		2	5	69	5	82
Total	2	36		7	6	74	8	117

Kind of accident.	Others.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions						1		1
Derailments		1	1	1			1	1
At highway crossings						3		3
Other causes		4	4	3			4	3
Total		5	5	4		4	5	8

OTHER TRAIN ACCIDENTS—EMPLOYEES.

Trainmen injured: Brakeman; injured January thirtieth, eighteen hundred and ninety-five; thumb cut by train breaking in two.

OTHER CAUSES.

Trainmen injured: Brakeman; injured October fourth, eighteen hundred and ninety-four; finger crushed by throwing switch. Brakeman; injured October eleventh, eighteen hundred and ninety-four; back hurt by being struck by corner of car. Brakeman; injured October twenty-fifth, eighteen hundred and ninety-four; thumb mashed by rock falling from steam shovel dipper. Brakeman; injured November fifth, eighteen hundred and ninety-four; sprained ankle getting on moving train. Brakeman; November twenty-third, eighteen hundred and ninety-four; knocked off step of engine by being hit by car on siding having been left too near main line. Brakeman; injured December thirteenth, eighteen hundred and ninety-four; left eye injured and wrist sprained; timbers falling from flat car by reason of broken stakes. Fireman; injured December eighteenth, eighteen hundred and ninety-four; slightly injured; stepped off his own engine and was struck by pilot beam of another engine passing on side track. Fireman; injured December twenty-eighth, eighteen hundred and ninety-four; fell in turntable pit. Fireman; injured January fifth, eighteen hundred and ninety-five; hand injured by cab window being broken by snow. Fireman; injured January twenty-sixth, eighteen hundred and ninety-five; hand burned cleaning engine. Fireman; injured March twenty-first, eighteen hundred and ninety-five; knee sprained by slipping on apron of gangway of engine; striking head against corner of deck sheet.

Switchmen, flagmen, and watchmen injured: Switchman; injured September thirteenth, eighteen hundred and ninety-four; ankle sprained stepping off train. Watchman; injured April nineteenth, eighteen hundred and ninety-five; ran a nail in his leg while preparing kindling.

Other employees killed: Bridge carpenter; killed August second, eighteen hundred and ninety-four; niggerhead falling from pile driver. Bridge carpenter; killed October twentieth, eighteen hundred and ninety-four; fell from Albina dock. Wiper; killed October thirtieth, eighteen hundred and ninety-four; ran over by an engine in Pendleton yard. Carpenter; killed December twelfth, eighteen hundred and ninety-four; fell from bridge. Section laborer; killed June fourth, eighteen hundred and ninety-five; in collision of hand car and extra train.

Other employees injured: Bridge carpenter; injured July ninth, eighteen hundred and ninety-four; ran a sliver in his hand. Bridge carpenter; injured July twenty-eighth, eighteen hundred and ninety-four; ankle bruised by timber rolling against it. Laborer; injured July twenty-sixth, eighteen hundred and ninety-four; ruptured by lifting machinery. Oiler; injured August twenty-third, eighteen hundred and ninety-four; fell from ladder dislocating elbow and bruising shoulder. Laborer; injured August twenty-ninth, eighteen hundred and ninety-four; crushed between two cars while attempting to climb on a flat car. Bridge carpenter; injured September eleventh, eighteen hundred and ninety-four; leg injured by bridge stringer. Machinist apprentice; injured September fourteenth, eighteen hundred and ninety-four; finger mashed by a falling casting. Laborer; injured September fourteenth, eighteen hundred and ninety-four; toe mashed by tie falling on it. Laborer; injured September twenty-fifth, eighteen hundred and ninety-four; hips bruised by being caught between cars. Laborer; injured September twenty-sixth, eighteen hundred and ninety-four; foot hurt by falling rail. Section foreman; injured September twenty-seventh, eighteen hundred and ninety-four; left foot mashed by rail falling on it. Carpenter; injured October first, eighteen hundred and ninety-four; fell from Almsworth dock and sprained ankle. Pile driver foreman; injured October sixth, eighteen hundred and ninety-four; foot fractured by car wheel falling on it. Laborer; injured October seventh, eighteen hundred and ninety-four; back and shoulders injured by pile falling. Laborer; injured October tenth, eighteen hundred and ninety-four; face cut by falling rocks. Carpenter; injured October eighteenth, eighteen hundred and ninety-four; foot crushed by falling plank. Machinist; injured October nineteenth, eighteen hundred and ninety-four; hand cut by sharp pointed scraper. Laborer; injured November first, eighteen hundred and ninety-four; leg broken by falling rock. Section laborer; injured November first, eighteen hundred and ninety-four; foot mashed by wheel of push car running over it. Carpenter; injured November third, eighteen hundred and ninety-four; back strained by lifting cap upon piling. Laborer; injured November third, eighteen hundred and ninety-four; spine and hips injured falling from Albina dock. Carpenter foreman; injured November fifth, eighteen hundred and ninety-four; chest injured and wrist sprained by falling timber. Wiper; injured November fifth, eighteen hundred and ninety-four; thumb mashed by being caught between safety bar and rail on turntable. Car repairer; injured November tenth, eighteen hundred and ninety-four; toes mashed by buffer block falling on foot. Laborer; injured November tenth, eighteen hundred and ninety-four; two ribs broken by falling through Albina dock. Carpenter; injured November nineteenth, eighteen hundred and ninety-four; left side, right arm, and hip bruised by falling from scaffold. Carpenter; injured November eleventh, eighteen hundred and ninety-four; toe mashed by timber falling on it. Carpenter; injured November sixteenth, eighteen hundred and ninety-four; wrist broken by falling from scaffold. Bridge carpenter; injured November seventeenth, eighteen hundred and ninety-four; left side bruised by falling scantling. Pile driver foreman; injured November twenty-fourth, eighteen hundred and ninety-four; fell from Albina dock. Section laborer; injured December third, eighteen hundred and ninety-four; head hurt falling off hand car. Section laborer; injured December sixth, eighteen hundred and ninety-four; contusion of hip by collision of hand car and freight train. Section laborer; injured December sixth, eighteen hundred and ninety-four; leg bruised by collision of hand car and freight train. Wiper; injured January first, eighteen hundred and ninety-five; cut over eye by slipping and falling against turntable lever. Section laborer; injured January first, eighteen hundred and ninety-five; lost finger by putting it under a frog which was being raised. Car repairer; injured January tenth, eighteen hundred and ninety-five; hand injured by sliver of iron dropping center bolt. Machinist; injured January eleventh, eighteen hundred and ninety-five; ankle and knee sprained by his clothing being caught by machinery. Wiper; injured January thirteenth, eighteen hundred and ninety-five; hand cut by pulling waterspout down. Wood machinist; injured January fifteenth, eighteen hundred and ninety-five; three fingers of right hand cut off by circular saw. Blacksmith helper; injured January sixteenth, eighteen hundred and ninety-five; finger mashed by being caught in drill press. Section foreman; injured January eighteenth, eighteen hundred and ninety-five; arm injured; hand car struck by train. Machinist helper; injured January twenty-eighth, eighteen hundred and ninety-five; toe mashed by block falling on it. Laborer; injured January thirtieth, eighteen hundred and ninety-five; arm cut by falling against a crosscut saw. Section foreman; injured February first, eighteen hundred and ninety-five; hand skinned and bruised by ice hook while unloading ice. Coal heaver; injured February first, eighteen hundred and ninety-five; back strained lifting a lump of coal. Laborer; injured February tenth, eighteen hundred and ninety-five; right arm cut loading scrap iron. Section laborer; injured February eleventh, eighteen hundred and ninety-five; toe mashed by rail falling on it. Machinist helper; injured February fifteenth, eighteen hundred and ninety-five; right arm bruised by being caught between drive wheel and guard rail of engine. Section laborer; injured February twenty-eighth, eighteen hundred and ninety-five; arm bruised by falling off hand car. Machinist; injured March first, eighteen hundred and ninety-five; ankle strained by stepping on block of wood. Laborer; injured March thirteenth, eighteen hundred and ninety-five; hand injured by rolling rock. Laborer; injured March fifteenth, eighteen hundred and ninety-five; finger mashed by being caught in canthook. Section laborer; injured March sixteenth, eighteen hundred and ninety-five; leg bruised by derailment of hand car. Section laborer; injured March sixteenth, eighteen hundred and ninety-five; hand and side bruised by derailment of hand car. Section laborer; injured March sixteenth, eighteen hundred and ninety-five; head bruised by derailment of hand car. Section foreman; injured March twenty-second, eighteen hundred and ninety-five; leg injured by falling in front of a moving hand car. Car repairer; injured April first, eighteen hundred and ninety-five; testicles strained while raising paint can to top of hotel at Huntington, Oregon. Wiper; injured April first, eighteen hundred and ninety-five; cheek and eye burned by throwing water in ash pan of hot ashes and cinders. Section laborer; injured April fifteenth, eighteen hundred and ninety-five; back and knee hurt by tie falling on him. Laborer; injured April eleventh, eighteen hundred and ninety-five; cut over eye and side bruised by rock accidentally

thrown by fellow workman. Section laborer; injured April thirtieth, eighteen hundred and ninety-five; leg bruised by tie falling on it. Bridge carpenter; injured April twenty-third, eighteen hundred and ninety-five; leg broken by timber falling on it. Laborer; injured April twenty-seventh, eighteen hundred and ninety-five; right hand injured by running sliver into thumb joint. Cranesman; injured April twenty-ninth, eighteen hundred and ninety-five; leg crushed by chain breaking. Car repairer; injured May twenty-fifth, eighteen hundred and ninety-five; finger hurt by jack slipping, causing him to fall. Carpenter; injured June twenty-first, eighteen hundred and ninety-five; lost little finger of right hand by catching finger ring on door lock while in the act of jumping out of outfit car. Car repairer; injured June sixth, eighteen hundred and ninety-five; chest injured by falling across brake beam. Laborer; injured June twentieth, eighteen hundred and ninety-five; injured by rock falling from bank. Section foreman; injured June thirtieth, eighteen hundred and ninety-five; hand hurt by being caught between dump and dump wheel while unloading dump car.

Passengers injured: Passenger; injured August seventeenth, eighteen hundred and ninety-four; leg broken by falling from a moving train. Passenger; injured August twenty-third, eighteen hundred and ninety-four; fell from rear platform of rear coach; shoulder and head bruised. Passenger; injured May twenty-second, eighteen hundred and ninety-five; slightly injured by broken glass from window of coach, a stone having been thrown through the window by some person unknown. Passenger; injured June tenth, eighteen hundred and ninety-five; lost part of finger by getting it pinched in door of car while passing from one car to another.

Trespassers killed: Trespasser; killed September twenty-ninth, eighteen hundred and ninety-four; fell from train. Trespasser (infant); killed October seventh, eighteen hundred and ninety-four; ran over by train. Trespasser; killed March sixteenth, eighteen hundred and ninety-five; ran over by passenger train while lying in center of track; supposed to have been drunk. Trespasser; killed May nineteenth, eighteen hundred and ninety-five; ran over in Dalles yard; supposed to have fallen from train, or been run over while attempting to board one.

Trespassers injured: Trespasser; injured October twenty-fourth, eighteen hundred and ninety-four; fell off train. Trespasser; injured December twentieth, eighteen hundred and ninety-four; head cut; fell off train when drunk. Trespasser; injured April twenty-sixth, eighteen hundred and ninety-five; hand cut off; found lying alongside of track with hand over rail.

CHARACTERISTICS OF ROAD.

Working divisions or branches.			Alignment.			Profile.						
From —	To —	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Ascending grades.			Descending grades.		
				Miles.	Miles.	Miles.	Number.	Sum of ascents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
								Feet.	Miles.		Feet.	Miles.
East Portland	End O. R. & N. track.	2-13	18	1-11	1-02	2-13						
Portland	Albina	85-91	431	45-50	40-40	23-40	42	631-8	35-80	41	561-7	26-70
The Dalles	The Dalles	98-70	280	28-98	69-72	16-20	84	675-3	48-05	78	479-0	34-45
Umatilla	Umatilla	44-15	136	21-23	22-87	5-00	50	960-0	30-70	16	193-0	8-40
Pendleton	Pendleton	74-25	189	28-98	45-27	1-32	63	8,119-0	52-85	16	1,455-0	20-08
La Grande	La Grande	61-78	147	14-98	87-42	5-59	87	1,111-0	29-24	99	415-7	16-96
Baker City	Baker City	47-87	85	13-13	34-74	4-48	21	533-6	10-16	62	1,848-0	33-23
Umatilla	State line (near Wallula)	20-76	53	4-27	16-49	0-20	11	169-0	10-40	10	162-0	10-20
Pendleton	State line (near Wallula Walla)	41-74	75	10-95	30-79	3-07	35	1,014-5	23-66	86	1,450-2	15-00
Willows	Heppner	45-40	65	12-50	32-90	0-00	23	1,672-0	44-80	1	8-0	0-80
La Grande.	Elgin	20-89	18	3-69	17-20	4-81	7	77-0	4-54	20	193-0	11-54
Total		533-58	1,507	184-75	848-82	66-20	423	9,983-2	290-20	374	6,765-6	177-15

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.		Maximum length.		Item.	Number.	Height of lowest abutment above surface of rail.
		Feet. In.	Feet.		Feet.				Feet. In.
Bridges —									
Iron	5	2,385 00	300		1,235	Overhead highway crossings —			
Wooden	54	5,884 00	42		474	Bridges	1		20 00
Total	59	8,269 00				Trestles	5		
Trestles	693	80,808 00	8		1,720	Total	6		21 00
Tunnels	6	2,581 00	269		620				

Gauge of track — four feet eight and one half inches.

CHARACTERISTICS OF ROAD — CONCLUDED.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Name of operating company.	Miles of wire.	Operated by this company.	
		Miles of line.	Miles of wire.
Oregon Railway and Navigation Company-----	834.8	-----	834.8

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
430.4	1,069.1 212.9	Western Union Telegraph Co.----- Western Union Telegraph Co.-----	Western Union Telegraph Co. Oregon Railway and Navigation Co.

CAR MILEAGE.

Individuals, coöperative fast freight lines, and stock companies to which this company pays mileage for the use of cars.

Armour Refrigerator Line, (Pabst Refrigerator Line, Fruit Growers' Express,) reported to Armour and Company.	Kansas City Dressed Beef Line. Kansas Manufactures' Despatch Line. Merchants' Despatch Transportation Company.
American Brewing Company Refrigerator Line.	Mann Brothers.
Arms' Palace Horse Car Company.	Menasha Wooden Ware Company.
American Refrigerator Transit Company.	National Linseed Oil Company.
Abernathy Furniture Car Company.	Pullman Palace Car Company.
California Fruit Transportation Company.	Peavy Grain Line.
Cudahy Refrigerator Line.	St. Charles Car Company.
Cottolene Refrigerator Line.	St. Louis Refrigerator Car Company.
California Fruit Express Company.	Swift's Refrigerator Line.
Canada Cattle Car Company.	Union Refrigerator Transit Company.
Jacob Dold Packing Company.	Union Tank Line.
Hammond Refrigerator Line.	Wagner Palace Car Company.
C. P. Havens and Company.	

OATH.

STATE OF OREGON,
County of Multnomah. } ss.

We, the undersigned, E. McNeill, receiver, and E. S. Benson, general auditor, of the Oregon Railway and Navigation Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. McNEILL,
Receiver.
E. S. BENSON,
General Auditor.

Subscribed and sworn to before me this twenty-first day of October, eighteen hundred and ninety five.

W. E. MITCHELL,
Notary Public for Oregon, residing at Portland, Oregon.

ANNUAL REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY.

[T. F. OAKES, H. C. PAYNE, AND H. C. ROUSE, RECEIVERS.]

For the year ending June 30, 1895.

HISTORY.

1. Name of common carrier making this report? Northern Pacific Railroad Company, Thomas F. Oakes, H. C. Payne, and H. C. Rouse, receivers.

2. Date of reorganization? September twenty-ninth, eighteen hundred and seventy-five.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chartered by act of congress July second, eighteen hundred and sixty-four.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

5. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Northern Pacific Railroad Company. Chartered by congress July second, eighteen hundred and sixty-four.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Brayton Ives	New York City, New York	Oct., 1895
August Belmont	New York City, New York	Oct., 1895
Henry S. Burnett	New York City, New York	Oct., 1895
J. Horace Harding	Philadelphia, Pennsylvania	Oct., 1895
Marcellus Hartley	Philadelphia, Pennsylvania	Oct., 1895
Edward C. Hegeler	La Salle, Illinois	Oct., 1895
Wm. E. Rogers	New York City, New York	Oct., 1895
Wm. N. Sanders	Helena, Montana	Oct., 1895
John E. Searles	New York City, New York	Oct., 1895
Winthrop Smith	Philadelphia, Pennsylvania	Oct., 1895
Charlemayne Tower, Jr.	Philadelphia, Pennsylvania	Oct., 1895
Donald Mackay	New York City, New York	Oct., 1895
Silas W. Petit	Philadelphia, Pennsylvania	Oct., 1895

Total number of stockholders at date of last election? Six thousand seven hundred and six.
Date of last meeting of stockholders for election of directors? October eighteenth, eighteen hundred and ninety-four.

Give postoffice address of general office of receivers. No. 45, Wall street, New York City.
Give postoffice address of operating office. St. Paul, Minnesota.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, John Scott; title, comptroller; address, No. 45, Wall street, New York City.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Receiver	T. F. Oakes	New York City, New York.
Receiver	H. C. Payne	Milwaukee, Wisconsin.
Receiver	H. C. Rouse	New York City, New York.
President	Brayton Ives	New York City, New York.
First vice-president	Donald Mackay	New York City, New York.
Secretary, corporation	Geo. W. Board	New York City, New York.
Assistant treasurer, corporation	George Follett	New York City, New York.
General counsel	Wm. Nelson Cromwell	New York City, New York.
Comptroller	John Scott	New York City, New York.
Assistant general auditor	M. P. Martin	St. Paul, Minnesota.
Assistant treasurer	C. A. Clark	St. Paul, Minnesota.
Assistant treasurer	W. G. Ward	New York City, New York.
General manager	J. W. Kendrick	St. Paul, Minnesota.
Assistant general manager	W. G. Pearce	St. Paul, Minnesota.
Chief engineer	E. H. McHenry	St. Paul, Minnesota.
General superintendent	M. C. Kimberly	St. Paul, Minnesota.
Assistant general superintendent	G. W. Dickinson	Tacoma, Washington.
Division superintendent	A. E. Law	Minneapolis, Minnesota.
Division superintendent	F. W. Wilsey	Duluth, Minnesota.
Division superintendent	G. W. Vanderslice	Winnipeg, Manitoba.
Division superintendent	C. J. Wilson	Jamestown, North Dakota.
Division superintendent	F. C. Potter (acting)	Glendive, Montana.
Division superintendent	J. D. Flinn	Livingston, Montana.
Division superintendent	F. W. Gilbert	Spokane, Washington.
Division superintendent	Jos. McCabe	Tacoma, Washington.
Superintendent of telegraph	O. C. Greene	St. Paul, Minnesota.
Traffic manager	J. M. Hannaford	St. Paul, Minnesota.
General freight agent	L. L. Moore	St. Paul, Minnesota.
Assistant general freight agent	S. G. Fulton	Portland, Oregon.
General passenger agent	C. S. Fee	St. Paul, Minnesota.
Assistant general passenger agent	B. N. Austin	St. Paul, Minnesota.
General ticket agent	C. S. Fee	St. Paul, Minnesota.
Assistant general ticket agent	A. L. Craig	St. Paul, Minnesota.
General baggage agent	W. H. Lowe	St. Paul, Minnesota.
Superintendent of express	J. M. Hannaford	St. Paul, Minnesota.
Land commissioner	Wm. H. Phipps	St. Paul, Minnesota.

PROPERTY OPERATED—STATE OF OREGON.

Name.	Terminals.		Miles of line for each class of roads named.
	To—	From—	
Northern Pacific Railroad Company	Washington state line	Portland	38.66
Sundry spurs			1.02
Northern Pacific Terminal Company	Tracks in Portland		39.68
			1.32
Total			41.00

PROPERTY OPERATED—ENTIRE LINE.

Name of every railroad the operations of which are included in the income account.

In giving roads below, observe the following classification and order:—

1. Railroad line represented by capital stock :
 - (a) Main line.
 - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each class of roads named.
	From—	To—	
Class I—			
(a) Northern Pacific Railroad Company	Ashland, Wisconsin	Portland, Oregon	2, 136.46
(b) Sundry branches and spurs			85.93
Class II—			2, 222.39
Little Falls and Dakota Railroad Company	Little Falls, Minnesota	Morris, Minnesota	89.22
Northern Pacific, Vergus and Black Hills Railroad Company	Wadena Junction, Minnesota	Milnor, North Dakota	137.97
Southeast Dakota Railroad Company	Fairview, North Dakota	Payne, North Dakota	14.84
Fargo and Southwest Railroad Company	Fargo Junction, North Dakota	La Moure, North Dakota	57.80
Northern Pacific, La Moure and Missouri River Railroad Co.	La Moure, North Dakota	Edgeley, North Dakota	21.88
Sanborn, Coopers town and Turtle Mountain Railroad Co.	Sanborn, North Dakota	Coopers town, North Dakota	38.35
James town and Northern Railroad Company	James town and Carrington	Minnewaukan and Sykeston	104.03

Jamestown and Northern Extension Railroad Company	Leeds, North Dakota	18 03
Duluth, Crookstown and Northern Railroad Company	Carthage, Minnesota	41 71
Northern Pacific and Manitoba Railroad Company	Winnipeg, Manitoba	65 04
Northern Pacific and Manitoba Railroad Company	Portage La Prairie	52 64
Northern Pacific and Manitoba Railroad Company	Morris	145 82
Winnipeg Transfer Railway Company	Braidon	1 23
Rocky Fork and Cooke City Railroad Company	Red Lodge, Montana	45 43
Rocky Mountain Railroad Company of Montana	Cinnabar, Montana	52 49
Helena and Jefferson County Railroad Company	Wicket, Montana	22 16
Coeur d'Alene Railway and Navigation Company	Butte and State Line, Montana	52 15
Spokane and Idaho Railroad Company	Coeur d'Alene, Idaho	5 37
Cleatun Railroad Company	Mine No. 3, Washington	14 33
Green River and Northern Railroad Company	Wilcocks and Kangley, Wash.	12 48
Northern Pacific and Cascade Railroad Company	Nileochs and Carbonado, Wash.	19 29
Tacoma, Orting and Puget Sound Shore Railroad Company	Praylup River, Washington	11 04
Northern Pacific and Puget Sound Shore Railroad Company	Seattle and Seattle Belt Line	45 54
United Railroads of Washington	Ocoota and Cosmopolis	183 89
United Railroads of Washington	Aberdeen	
United Railroads of Washington	South Bend	
Class IV —		
St. Paul and Northern Pacific Railway Company	St. Paul, Minnesota	183 77
Duluth and Manitoba Railroad Company	Winnipeg Junction	209 01
James River Valley Railroad Company	Jamestown, North Dakota	63 90
Northern Pacific and Montana Railroad Company	Oakes, North Dakota	
Northern Pacific and Montana Railroad Company	Butte and State Line	
Northern Pacific and Montana Railroad Company	Calvin	
Northern Pacific and Montana Railroad Company	Elkhorn	
Northern Pacific and Montana Railroad Company	Marysville	363 63
Northern Pacific and Montana Railroad Company	Rumsey	
Northern Pacific and Montana Railroad Company	Grantsdale	
Helena and Red Mountain Railroad Company	Helena, Montana	18 16
Spokane and Palouse Railway Company	Rimmi, Montana	154 22
Central Washington Railroad Company	Julietta and Genesee	109 41
Central Washington Railroad Company	Cheney, Washington	
Class V —		
St. Paul Union Depot Company	Minneapolis	56
Great Northern Railway Company	St. Paul	12 12
Minneapolis Union Railway Company	Tracts in Minneapolis	2 60
Minneapolis and St. Louis Railway Company	Tracts in Minneapolis	1 62
Northern Pacific Terminal Company	Tracts in Portland, Oregon	1 32
Tracts owned jointly —		
St. Paul and Duluth Railroad Company	Duluth	22 92
St. Paul and Superior Short Line Railway Company	Spur, etc., in Duluth	6 88
St. Paul and Superior Short Line Railway Company	Spur, etc., in Superior	1 41
Total mileage operated		31 16
		4,648 96
		1,265 09
		1,112 30
		18 22

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount issued and outstanding.</i>
Capital stock —				
Common -----	490,000	\$ 100 00	\$ 49,000,000 00	\$ 49,000,000 00
Preferred -----	510,000	100 00	51,000,000 00	35,250,146 86
Total -----	1,000,000	\$ 100 00	\$100,000,000 00	\$84,250,146 86

<i>Manner of payment for capital stock.</i>	<i>Total number shares issued.</i>	<i>Total cash realized.</i>
Issued for reorganization —		
Common -----	490,000	\$ 49,000,000 00
Preferred -----	510,000	51,000,000 00
Total -----	1,000,000	\$100,000,000 00

REMARKS.— All stock is issued in consideration and in pursuance of the plan of reorganization adopted at a meeting of the holders of the first mortgage bonds of the former organization, recognized and affirmed by the court in the proceedings whereby said mortgage was foreclosed. Copy of plan of reorganization filed with report for the year ending June thirtieth, eighteen hundred and eighty-eight.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
General first mortgage.....	1881	1921	\$ 46,943,000 00	\$ 46,943,000 00	\$ 42,212,000 00
General second mortgage.....	1883	1933	20,000,000 00	20,000,000 00	19,216,000 00
General third mortgage.....	1887	1937	12,000,000 00	11,461,000 00	11,461,000 00
Consolidated mortgage.....	1889	1989	160,000,000 00	48,847,000 00	48,867,000 00
Missouri division mortgage.....	1879	1919	2,500,000 00	2,500,000 00	1,824,500 00
Pend d'Oreille division mortgage.....	1879	1919	4,500,000 00	4,500,000 00	1,869,000 00
Division scrip certificates extended.....	1887	1907	4,640,821 20	4,640,821 20	519,500 00
Collateral trust notes.....	1893	1898	15,000,000 00	9,494,000 00	9,494,000 00
Total—			\$250,583,821 20	\$138,911,821 00	124,479,000 00
Mortgage bonds.....			15,000,000 00	9,494,000 00	9,494,000 00
Miscellaneous obligations.....					
Grand total.....			\$265,583,821 20	\$148,405,821 20	\$133,973,000 00

FUNDED DEBT—CONTINUED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Cash realized amount issued.	Rate.	When payable.	Interest.	
				Amount accrued during year.	Amount paid during year.
General first mortgage	\$ 44,135,290 80	6%	Jan. and July	\$ 2,577,420 00	\$ 2,538,360 00
General second mortgage	16,485,969 76	6%	Apr. and Oct.	1,132,960 00	1,132,960 00
General third mortgage	9,197,921 00	6%	June and Dec.	(885,560 00)	450 00
Consolidated mortgage	42,136,751 02	5%	June and Nov.	2,276,000 00	-----
Missouri division mortgage	2,499,738 00	6%	May and Nov.	111,985 00	114,000 00
Pend d'Oreille division	4,325,599 75	6%	Mar. and Sept.	24,860 00	26,550 00
Division scrip certificates extended	4,640,821 20	6%	Jan. and July	31,170 00	-----
Collateral trust notes	9,007,950 00	6%	May and Nov.	568,458 33	567,588 33
Total—					
Mortgage bonds	\$123,422,112 13			\$ 6,859,955 00	\$ 2,739,360 00
Miscellaneous obligations	9,007,950 00			568,458 33	567,588 33
Grand total	\$132,430,062 13			\$ 7,428,413 33	\$ 3,306,958 33

FUNDED DEBT—CONCLUDED.

EQUIPMENT TRUST OBLIGATIONS.

A. GENERAL STATEMENT.

Series or other designation.	Date of contract.	Term.	Number of payments.	Equipment covered.
		Years.		
Northwest Equipment Co.-----	1888	10	1	82 locomotives.
Northwest Equipment Co.-----	1888	10	1	2,680 box cars.
Northwest Equipment Co.-----	1888	10	1	500 coal and dump cars.
Northwest Equipment Co.-----	1888	10	1	550 furniture cars.
Northwest Equipment Co.-----	1888	10	1	10 passenger cars.
Northwest Equipment Co.-----	1888	10	1	50 refrigerator cars.
Northwest Equipment Co.-----	1888	10	1	5 express cars.
Northwest Equipment Co.-----	1888	10	1	20 emigrant cars.
Northwest Equipment Co.-----	1888	10	1	6 mail and express cars.

B. STATEMENT OF AMOUNT.

Series or other designation.	Deferred payments—principal.		Deferred payments—interest.		Rate.
	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	
Northwest Equipment Co.-----	\$ 3,000,000 00	\$ 3,000,000 00	\$ 210,000 00	\$ 210,000 00	7%
Total -----	\$ 3,000,000 00	\$ 3,000,000 00	\$ 210,000 00	\$ 210,000 00	-----

NOTE.—Contract mentioned above provides for the purchase by the Northern Pacific Railroad Company of the equipment described in October, eighteen hundred and ninety-eight; the Northern Pacific Railroad Company depositing with the trustee, annually, an amount in cash or bonds equal to ten per cent. of the purchase price as collateral security for the purchase at the date stated; in the meantime, the railroad company pays as rental for use of the equipment, seven per cent. per annum on cost, and collects interest on the bonds held by trustee.

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$138,911,821 20	\$124,479,000 00	\$ 6,859,955 00	\$ 2,739,360 00
Miscellaneous obligations	9,494,000 00	9,494,000 00	568,438 33	567,598 33
Equipment trust obligations	3,000,000 00	3,000,000 00	210,000 00	210,000 00
Total.....	\$151,405,821 20	\$136,973,000 00	\$ 7,638,413 33	\$ 3,516,958 33

RECEIVERS' CERTIFICATES.

Date issued.	Amount issued.	Amount outstanding.	Principal.		Interest.	
			Amount paid during year.	Amount funded or disposed of.	Amount accrued during year.	Amount paid during year.
October 1, 1893 (dated October 1, 1894)	\$ 2,027,000 00	\$ 2,027,000 00	\$ 2,027,000 00			
October 31, 1894.....	2,500,000 00	2,500,000 00				
December 14, 1894.....	1,360,000 00	1,360,000 00				
December 31, 1894.....	370,000 00	370,000 00				
February 28, 1895.....	770,000 00	770,000 00				
Total.....	\$ 6,927,000 00	\$ 4,900,000 00	\$ 2,027,000 00		\$ 208,795 00	\$ 165,825 00
						6%

CURRENT ASSETS AND LIABILITIES.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1895.	
Cash	\$ 2,069,568 19	Receiver's certificates	\$ 4,900,000 00
Bills receivable	171,695 06	Loans and bills payable	200,000 00
Due from agents	494,841 64	Audited vouchers and accounts	1,908,872 49
Net traffic balances due from other companies	2,406,068 63	Wages and salaries	858,743 82
Due from solvent companies and individuals	91,622 35	Dividends not called for	7,144 00
Total — cash and current assets	\$ 5,243,716 87	Matured interest coupons unpaid, including coupons due July 1st	9,694,295 42
Balance — current liabilities	12,326,338 86	Total — current liabilities	\$ 17,569,055 73
Total	\$17,569,055 73		

Materials and supplies on hand, eight hundred and twenty-six thousand three hundred and forty-five dollars and twenty-two cents.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of line.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$ 84,250,146 86	\$ 84,250,146 86	\$	3,450 91	\$ 24,414 00
Bonds — grand total	130,111,000 00	130,111,000 00		3,450 91	87,704 00
Equipment trust obligations	3,000,000 00	3,000,000 00		3,450 91	87,869 00
Current liabilities	17,569,055 73	17,569,055 73		3,450 91	5,091 00
Total	\$234,980,202 59	\$234,980,202 59	\$	3,450 91	\$ 68,078 00

REMARKS. — Northern Pacific Railroad consolidated mortgage bonds issued for Central Washington Railroad bonds, four hundred thousand dollars; issued for Northern Pacific and Montana railroad bonds, three million four hundred and sixty-two thousand dollars; total, three million eight hundred and sixty-two thousand dollars. Deducted from Northern Pacific Railroad and added to branch roads.

RECAPITULATION — CONCLUDED.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of line.	
					Miles.	Amount.
Northern Pacific Railroad and branch lines owned	\$ 84,250,146 86	\$133,111,000 00	\$17,569,055 73	\$234,930,202 59	3,450.91	\$ 68,078 00
James River Valley Railroad Company	1,000,000 00	963,000 00	---	1,963,000 00	63.90	30,729 00
Spokane and Palouse Railway Company	1,000,000 00	1,766,000 00	---	2,766,000 00	154.22	17,935 00
Duluth and Manitoba Railroad Company	2,000,000 00	3,101,000 00	---	5,101,000 00	299.01	24,406 00
Helena and Red Mountain Railroad Company	2,400,000 00	400,000 00	---	800,000 00	18.16	44,053 00
Central Washington Railroad Company	1,500,000 00	2,150,000 00	---	3,650,000 00	109.41	33,381 00
Northern Pacific and Montana Railroad Company	1,878,600 00	3,843,000 00	---	10,721,600 00	363.63	29,485 00
Coeur d'Alene Railway and Navigation Company	1,000,000 00	1,298,000 00	---	2,298,000 00	52.15	42,915 00
St. Paul and Northern Pacific Railway Company	7,000,000 00	8,423,000 00	---	15,423,000 00	193.77	79,595 00
Total	\$100,028,746 86	\$159,995,000 00	\$17,569,055 73	\$277,592,802 59	4,615.16	\$ 60,148 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.				Total cost to June 30, 1894.	Total cost to June 30, 1895.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.	Charged to income account as permanent improvements.	(Charged to construction or equipment.)			
Construction—							
Right of way—	\$	\$		\$ Cr. 377,728 90	\$68,140,523 70	\$ 67,762,794 80	\$
Other real estate	998 26				391,203 66	391,203 66	
Fences	5,295 97				276,552 19	276,552 18	
Grading and bridge and culvert masonry	4,170 21			Cr. 500 01	322,701 02	322,701 02	
Bridges and trestles	129,509 52				21,168,904 43	21,168,904 43	
Rails	8,997 01			1,978 79	8,944,673 28	8,946,652 07	
Ties	11,988 64				12,063,195 01	12,063,195 01	
Other superstructure	11, 49 88				2,231,149 42	2,231,149 42	
Buildings, furniture, and fixtures	122 03				4,222,449 70	4,222,449 70	
Shop machinery and tools	20,849 43			391 40	6,301,988 88	6,302,380 29	
Engineering expenses	4,493 64				354,926 01	354,926 01	
Interest during construction					2,890,326 39	2,890,326 39	
Discount on securities sold for construction					4,534,882 15	4,534,882 15	
Telegraph line	Cr. 266 31			Cr. 16,725 00	17,586,825 16	17,570,100 16	
Wharfing, etc.	20,647 16				298,594 36	298,594 36	
Sidings and yard extensions	46,120 58				639,924 96	639,924 96	
Terminal facilities and elevators	10,057 58				1,968,562 72	1,968,562 72	
Road built by contract (branch lines)					5,270 81	5,270 81	
Purchase of constructed road (one half interest, twenty-two and ninety-two hundredths miles, St. Paul and Duluth)				Cr. 74,748 23	35,123,439 56	35,048,691 33	
Other items							
	Cr. 11,287 78			Cr. 163 18	500,000 00	500,000 00	
Total construction	\$ 251,745 77			\$ Cr. 467,485 13	\$190,719,436 01	\$190,251,950 88	\$ 55,130 95

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—CONCLUDED.

Item.	Expenditures during year.				Total cost to June 30, 1894.	Total cost to June 30, 1895.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.		Total cost to June 30, 1894.			
		Charged to income account as permanent improvements.	Charged to construction or equipment.				
Total construction	\$ 251,745 77	\$	\$ Cr. 467,485 13	\$190,719,436 01	\$190,251,950 88	\$ 55,130 95	
Equipment —							
Discount on bonds				989,858 42	989,858 42		
Locomotives				6,135,421 08	6,135,421 08		
Passenger cars				1,104,611 83	1,104,611 83		
Sleeping, parlor, and dining cars				791,205 08	791,205 08		
Baggage, express, and postal cars				339,073 81	339,073 81		
Combination cars				91,855 00	91,855 00		
Freight cars				8,257,989 30	8,257,989 30		
Other cars of all classes				840,535 26	840,535 26		
Trust equipment				3,022,526 48	3,022,526 48		
Floating equipment			26,461 50	423,992 46	450,453 96		
Total equipment	\$	\$	\$ 26,461 50	\$ 21,956,868 22	\$ 21,962,829 72	\$ 6,370 15	
Grand total cost, construction, equipment, etc.	\$	\$	\$ Cr. 441,023 63	\$212,675,804 23	\$212,234,780 60	\$ 61,501 10	

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation	\$17,649,888 38	\$
Less operating expenses	11,467,090 31	.....
Income from operation	\$	6,182,798 07
Dividends on stocks owned	374,792 50	\$
Interest on bonds owned	14,579 31	.....
Miscellaneous income—less expenses	123,030 70	.....
Income from other sources	\$	512,402 51
Total income .....	.....	\$ 6,695,200 58
Deductions from income—		
Interest on funded debt accrued	\$ 7,638,413 33	\$
Interest on interest-bearing current liabilities accrued, not otherwise provided for*	267,283 98	.....
Rents paid for lease of road	1,751,441 00	.....
Taxes	501,715 91	.....
Sinking fund requirements	1,305,678 92	.....
Other deductions†	357,873 65	.....
Total deductions from income	\$	\$ 11,822,406 79
Deficit .....	.....	\$ 5,127,206 21
Deficit on June 30, 1894	\$	\$ 3,620,180 99
Additions for year, sinking fund investments	\$	\$ 1,185,825 92
Deficit on June 30, 1895	\$	\$ 321,199 30

* General interest, fifty-eight thousand four hundred and eighty-eight dollars and ninety-eight cents; interest on receivers' certificates, two hundred and eight thousand seven hundred and ninety-five dollars; total, two hundred and sixty-seven thousand two hundred and eighty-three dollars and ninety-eight cents.

† Charges to income account of the corporation for sundry items, ninety-six thousand five hundred and sixty-two dollars and fifty-six cents; less operating Manitoba Hotel, thirteen thousand one hundred and fifty-eight dollars and eighty-seven cents; special counsel fees allowed by court, twenty-five thousand dollars; commission on receivers' certificates, one hundred and fifty-nine thousand six hundred and ninety-six dollars and forty-three cents; guarantee to Yellowstone Park Association, sixty-three thousand four hundred and fifty-five dollars and seventy-nine cents; total, three hundred and fifty-seven thousand eight hundred and seventy-three dollars and sixty-five cents.

EARNINGS FROM OPERATION—STATE OF OREGON.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue	\$ 81,159 20	\$	\$
Less repayments—			
Tickets redeemed		920 80	.....
Excess fares refunded		39 18	.....
Other repayments		423 53	.....
Total deductions		\$ 1,383 51	.....
Total passenger revenue		\$	79,775 69
Mail	\$ 6,674 03		.....
Express	3,248 45		.....
Extra baggage and storage	1,496 04		.....
Receipts from parlor, dining, and sleeping cars	788 86		.....
Other items	127 49		12,424 87
Total passenger earnings			\$ 92,200 56
Freight—			
Freight revenue	\$ 79,268 66	\$	\$
Less repayments—			
Overcharge to shippers		528 44	.....
Total deductions		\$ 528 44	.....
Total freight revenue		\$	78,740 22
Other items	96 00		96 00
Total freight earnings			\$ 78,836 22
Total passenger and freight earnings			\$ 171,036 78
Other earnings from operation—			
Telegraph companies, adjustment	\$ *175 87	\$	\$
Rents not otherwise provided for	12 00		.....
Total other earnings			\$ *163 87
Total gross earnings from operation—Oregon			\$ 170,872 91
Total gross earnings from operation—entire line			\$ 17,649,888 38

* Deficit.

STOCKS OWNED.

A. RAILWAY STOCKS.

<i>Name.</i>	<i>Total par value.</i>	<i>Income or dividend received.</i>	<i>Valuation.</i>
St. Paul and Northern Pacific Railway Company	\$ 7,000,000 00	\$ 315,000 00	\$ 5,267,525 37
St. Paul Union Depot Company	50,000 00	3,000 00	50,000 00
Duluth Union Depot Company	150,000 00	7,500 00	150,000 00
Northern Pacific Railroad, preferred	3,692 81		3,418 38
Northern Pacific, Fergus, and Black Hills Railroad	15,000,000 00		50,000 00
Montana Union Railway Company	425,000 00		469,975 48
Northern Pacific and Montana Railroad Company	50,000 00		50,000 00
Cœur d'Alene Railway and Navigation Company	1,000,000 00		294,975 48
Union Transfer Railway Company	7,000 00		7,000 00
Seattle, Lake Shore, and Eastern Railway Company	3,162,650 00		1,742,003 71
Chicago Union Transfer Railway Company	80,000 00		42,297 50
Northern Pacific Terminal Company	37,004 22		37,004 22
Chicago and Northern Pacific Railroad Company	600 00		21 75
Lake Superior Terminal and Transfer Railway Company	15,700 00		15,700 00
Total	\$26,981,647 03	\$ 325,500 00	\$ 8,179,921 89

B. OTHER STOCKS.

<i>Name.</i>	<i>Total par value.</i>	<i>Income or dividend received.</i>	<i>Valuation.</i>
Northern Pacific Coal Company	\$ 600,000 00	\$ 45,000 00	\$ 669,117 63
Northern Pacific Express Company	343,000 00	4,292 50	347,497 53
Rocky Fork Coal Company	157,750 00		118,732 76
Superior Consolidated Land Company	630,200 00		630,200 00
Tacoma Land Company	500,050 00		250,025 00
Yellowstone Park Association	308,800 00		218,485 26
Virginia Land and Townsite Company	250,000 00		11,650 00
Northern Pacific, Yakima, and Kittitas Irrigation Company	121,100 00		121,100 00
World's Fair	29,999 31		29,999 31
Duluth Manufacturing Company	4,768 00		4,768 00
Puget Sound and Alaska Steamship Company	600,000 00		600,000 00
Total	\$ 3,545,667 31	\$ 49,292 50	\$ 3,001,575 49
Grand total—A and B	\$30,527,314 34	\$ 374,792 50	\$ 11,181,497 38

BONDS OWNED.

A. RAILWAY BONDS.

<i>Name.</i>	<i>Total par value.</i>	<i>Income or interest received.</i>	<i>Valuation.</i>
Minnesota Transfer Railway Company-----	\$ 103,000 00	\$ 656 31	\$ 103,000 00
St. Paul Eastern Grand Trunk Railway Company-----	10,300 00	600 00	9,595 08
Northern Pacific Railroad Company, second mortgage bonds-----	10,000 00	600 00	9,381 25
Northern Pacific Railroad Company, third mortgage bonds-----	44,000 00	540 00	44,000 00
Chicago and Northern Pacific Railroad Company-----	2,070,000 00		1,582,000 00
Northern Pacific and Manitoba Terminal-----	100,000 00	5,000 00	75,000 00
Northern Pacific Railroad consolidated mortgage bonds-----	125,000 00	6,250 00	107,458 28
Chicago and Calumet Terminal Railway Company-----	6,000,000 00		4,200,000 00
Northern Pacific Terminal Company-----	6,000 00	933 00	5,400 00
Wisconsin Central Improvement bonds-----	230,000 00		229,466 81
Total-----	\$ 8,698,000 00	\$ 14,579 31	\$ 6,365,301 42

B. OTHER BONDS.

<i>Name.</i>	<i>Total par value.</i>	<i>Valuation.</i>
Soldiers' additional homestead scrip-----	\$ 6,768 12	\$ 6,768 12
Superior Consolidated Land Company-----	20,000 00	20,000 00
Total-----	\$ 26,768 12	\$ 26,768 12
Grand total—A and B-----	\$ 8,724,768 12	\$ 6,392,069 54

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

<i>Designation of property.</i>	<i>Station of property leased.</i>	<i>Name of company using property leased.</i>	<i>Item.</i>
Tracks, yards, and terminals	St. Paul and Minneapolis	Minneapolis and St. Louis Railroad	49,647 70
Tracks, yards, and terminals	St. Paul and Minneapolis	Minneapolis, Sault Ste. Marie, and Atlantic Railway	62,598 68
Tracks, yards, and terminals	St. Paul and Minneapolis	Chicago and Great Western Railway	48,783 74
Tracks, yards, and terminals	St. Paul	St. Paul and St. Croix Falls Railroad	23,942 08
Tracks, yards, and terminals	Minneapolis	Minneapolis and Pacific Railroad	5,412 76
Tracks, yards, and terminals	West Superior	Chicago, St. Paul, Minneapolis and Omaha Railway	703 20
Tracks, yards, and terminals	Clealum, Washington	Eastern Railway of Minnesota	8,000 00
Tracks, yards, and terminals	Billings, Montana	Northern Pacific Coal Company	13,446 82
Tracks, yards, and terminals	Duluth, Minnesota	Chicago, Burlington, and Quincy Railroad	8,772 60
Tracks, yards, and terminals		Duluth, Manitoba, and Northern Railway	600 00
Total			\$ 214,907 58

MISCELLANEOUS INCOME.

<i>Item.</i>	<i>Net miscellaneous income.</i>
Rent of ground and buildings	\$ 27,648 82
Rented track material—Sunmit Wood Company	27,647 08
Interest and cost of St. Louis river bridge	12,745 74
Rocky Fork Coal Trust	39,645 00
Interest on deferred payments, townsite property	59 50
Yesla Wharf net earnings	5,367 87
Fees for stock and bond certificates	1,326 75
Profit on sale of Northern Pacific Terminal Company's bonds	12,195 00
Sundries	23,499 94
Total	\$ 123,030 70

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway	\$ 1,377,715 22
Renewals of rails	98,071 91
Renewals of ties	363,226 09
Repairs and renewals of bridges and culverts	372,484 05
Repairs and renewals of fences, road crossings, signs, and cattle-guards	41,926 23
Repairs and renewals of buildings and fixtures	151,844 46
Repairs and renewals of docks and wharves	24,432 01
Repairs and renewals of telegraph	42,468 05
Stationery and printing	1,398 51
Other expenses	253,856 91
Total	\$ 2,722,423 44
Maintenance of equipment—	
Superintendence	\$ 79,569 67
Repairs and renewals of locomotives	451,438 01
Repairs and renewals of passenger cars	289,510 46
Repairs and renewals of freight cars	605,287 64
Repairs and renewals of work cars	23,541 17
Repairs and renewals of marine equipment	406 33
Repairs and renewals of shop machinery and tools	41,015 51
Stationery and printing	1,563 37
Other expenses	118,963 80
Total	\$ 1,591,290 98
Conducting transportation—	
Superintendence	\$ 262,140 23
Engine and roundhousemen	1,072,740 74
Fuel for locomotives	1,431,149 49
Water supply for locomotives	97,803 66
Oil, tallow, and waste for locomotives	38,106 81
Other supplies for locomotives	14,321 54
Train service	771,968 14
Train supplies and expenses	182,066 46
Switchmen, flagmen, and watchmen	312,355 48
Telegraph expenses	335,669 01
Station service	666,424 72
Station supplies	57,002 37
Switching charges—balance	21,518 31
Car mileage—balance	53,989 18
Loss and damage	108,951 52
Injuries to persons	28,077 31
Clearing wrecks	14,896 35
Operating marine equipment	42,821 18
Advertising	82,884 50
Outside agencies	174,561 63
Commissions	46,400 45
Stockyards and elevators	1,352 87
Rents for tracks, yards, and terminals	216,578 31
Rents of buildings and other property	3,177 18
Stationery and printing	38,516 97
Other expenses	20,290 12
Total	\$ 6,095,766 53
General expenses—	
Salaries of general officers	\$ 129,976 20
Salaries of clerks and attendants	205,300 98
General office expenses and supplies	42,843 09
Insurance	114,683 83
Law expenses	299,622 88
Stationery and printing (general offices)	17,608 75
Other expenses	247,573 03
Total	\$ 1,057,609 86

OPERATING EXPENSES—CONCLUDED.

<i>Item.</i>	<i>Amount.</i>
Recapitulation of expenses—	
Maintenance of way and structures	\$ 2,722,423 44
Maintenance of equipment	1,591,290 98
Conducting transportation	6,095,766 53
General expenses	1,057,609 36
Grand total	\$ 11,467,090 31
Percentage of expenses to earnings—entire line	64·97%
Operating expenses—state of Oregon—	
Maintenance of way and structures	\$ 28,634 89
Maintenance of equipment	14,999 92
Conducting transportation	192,091 70
General expenses	9,630 55
Total	\$ 245,357 06
Percentage of expenses to earnings—Oregon	143·59%

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

<i>Name of road.</i>	<i>Interest on bonds guaranteed.</i>	<i>Cash.</i>	<i>Total.</i>
St. Paul and Northern Pacific Railway Company	\$	\$ 838,001 00	\$ 838,001 00
Northern Pacific and Manitoba Terminal Company	37,500 00	.....	.....
Helena and Red Mountain Railroad Company	24,000 00	.....	.....
Northern Pacific and Montana Railroad Company	322,860 00	.....	.....
Cœur d'Alene Railway and Navigation Company	74,280 00	.....	.....
Central Washington Railroad Company	105,000 00	.....	.....
James River Valley Railroad Company	57,780 00	.....	.....
Spokane and Palouse Railway Company	105,960 00	.....	.....
Duluth and Manitoba Railroad Company	186,060 00	.....	913,440 00
Total rents—A	\$ 913,440 00	\$ 838,001 00	\$ 1,751,441 00

NOTE.—The amount shown under "Interest on bonds guaranteed," will not in all cases agree with the "Income from lease of road," reported by these companies, for the reason that the items above represent only interest on the bonds of the several companies which the Northern Pacific Railroad Company does not own. The bonds which it does own are covered by consolidated mortgage bonds, the interest on which is embraced in the "Interest on funded debt" of the Northern Pacific Railroad Company.

RENTALS PAID — CONCLUDED.

A. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks	St. Paul to Minneapolis	Great Northern Railway Company	\$ 35,845 19	\$
Tracks	Minneapolis	Minneapolis Union Railway Company	57,421 92	
Tracks	West Superior	Chicago, St. Paul, Minneapolis, and Omaha Railway	272 28	
Total			\$	\$3,539 39
Yards and terminals	Dakota	Fargo and Southwestern Railroad	\$ 3,060 00	\$
Yards and terminals	St. Paul, Minnesota	St. Paul Union Depot Company	12,225 23	
Yards and terminals	Minneapolis, Minnesota	Minneapolis Union Depot Company	3,461 62	
Yards and terminals	Duluth, Minnesota	Duluth Union Depot Company	12,263 31	
Yards and terminals	West Superior, Wisconsin	Lake Superior Terminal and Transportation Railway Company	11,493 74	
Yards and terminals	Connor's Point, Wisconsin	Chicago, St. Paul, Minneapolis, and Omaha Railway	188 69	
Yards and terminals	Portland, Oregon	Northern Pacific Terminal Company	90,089 87	
Yards and terminals	Winnipeg, Manitoba	Winnipeg Transfer Railway Company	933 34	
Yards and terminals	Ashtland, Wisconsin	Wisconsin Central Company	7,400 51	
Yards and terminals	Minnesota Transfer	Minneapolis Transfer Railway Company	36,874 52	
Total			\$ 177,990 83	
Less received for sundry yard bills.			54,951 91	
Total				123,038 92
Grand total rents—B				\$ 216,578 31

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		June 30, 1893.		Year ending June 30, 1895.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
Assets—					
Cost of road.....	\$190,719,436 01	\$190,251,950 88	\$	\$	\$ 467,485 13
Cost of equipment.....	21,956,968 22	21,982,829 72		26,461 50	
Stocks owned.....	11,653,195 29	11,181,497 38			471,697 91
Bonds owned.....	6,429,669 54	6,392,069 54			37,600 00
Other permanent investments.....		185,535 54		185,535 54	
Branch roads contingent assets in excess of contingent liabilities.....	806,612 11	806,988 06			
Lands owned*.....				375 95	
Cash in hands of trustees (land).....	29,705 22	11,059 04			18,646 18
Cash in hands of trustees (sinking funds).....	1,030,867 09	401,715 71			628,851 38
Sinking funds accrued but not paid to trustees.....		1,296,874 76		1,296,874 76	
Deferred payments on land sales.....	4,634,863 66	4,290,438 86			354,144 80
Cash and current assets.....	5,717,662 63	5,243,716 87			473,945 76
Advances to subsidiary lines.....	2,897,824 24	2,722,757 18			175,067 06
Other assets—					
Materials and supplies.....	\$ 1,192,398 62	\$ 826,345 22	\$	\$	\$ 366,053 40
Profit and loss.....		321,199 30		321,199 30	
Grand total.....	\$247,063,022 63	\$245,904,978 06	\$	\$	\$ 1,163,044 57
Liabilities—					
Capital stock.....	\$5,026,428 23	\$4,250,146 86	\$	\$	\$ 776,281 37
Funded debt.....	138,196,500 00	136,973,000 00			1,223,500 00
Current liabilities.....	14,882,261 18	17,569,055 73		2,786,794 55	
Accrued interest on receivers' certificates.....	30,405 00	655,876 67			30,405 00
Accrued interest on funded debt not yet payable.....	657,191 67	368,482 17		89,867 86	
Rents and taxes accrued, not due.....	278,614 31	1,494,510 00		497,195 00	
Guarantees to branch roads, interest.....	1,107,313 60	1,247,154 46			238,964 61
Suspense account.....	806,139 07	1,296,874 76		1,296,874 76	
Sinking funds accrued, not paid.....		357,687 10		357,687 10	
Equipment, renewal fund.....	2,509,987 18	2,282,190 31			227,796 87
Deferred payment on land sales, applicable to sinking fund when collected.....	3,620,180 99				3,620,180 99
Profit and loss.....					
Grand total.....	\$247,063,022 63	\$245,904,978 06	\$	\$	\$ 1,163,044 57

* About forty million acres.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	What road mortgaged.		Amount of mortgage per mile of road.	Security.
	From—	To—	Miles.	
Missouri Division first mortgage bonds.....	Missouri River.....	Yellowstone River....	205	Road, appurtenances, and land pertaining to said division. Road, appurtenances, and land pertaining to said division. Entire main line and appurtenances, equipment, lands, franchises, and all property now held or hereafter acquired, subject to rights of preferred stockholders in the lands in Minnesota and Dakota east of the Missouri river, subject also to the two mortgages above mentioned. Same terms as general first mortgage, including a lien upon the income, earnings, and profits of the company, subject to prior liens above mentioned. Same terms as general first mortgage, including a lien upon the income, earnings, and profits of the company, subject to prior liens above mentioned. All property rights and franchises of the company now owned or hereafter acquired, subject to prior mortgages. Not secured. Can be exchanged for third mortgage bonds. Equipment described on page 75. Sundry stocks and bonds.
Pend d'Oreille Division first mortgage bonds.	Snake River.....	Lake Pend d'Oreille.....	225	
General first mortgage bonds*	Ashland.....	Wallula and Portland.....	25,000 00	
General second mortgage	Ashland.....	Wallula and Portland.....		
General third mortgage	Ashland.....	Wallula and Portland.....		
Consolidated mortgage bonds				
Dividend certificates extended				
Northwest Equipment Company				
Collateral trust notes				

* General first mortgage bonds were issued at the rate of twenty-five thousand dollars per mile on two thousand one hundred and thirty-six and ninety-eight hundredths miles; amounting to fifty-three million four hundred and twenty-four thousand dollars, of which six million four hundred and eighty-one thousand dollars was held in escrow, there being a corresponding amount of Missouri Division and Pend d'Oreille Division bonds outstanding at date of general first mortgage, January first, eighteen hundred and eighty-one. When Missouri Division and Pend d'Oreille Division bonds are retired with proceeds of land sales, or through the operation of their sinking funds, a corresponding amount of the general first mortgage bonds held in escrow are also to be retired. The entire mileage bonded by the general first mortgage is two thousand one hundred and thirty-six and ninety-eight hundredths miles; but, according to the terms of the mortgage, the entire property of the company is covered by them. Consolidated mortgage bonds can be issued only as follows: To retire first, second, and third mortgage bonds, seventy-five million dollars; to retire branch road bonds, twenty-six million dollars; for improvements and betterments, and enlargement of terminals, twenty million dollars; for additional roads and extensions, twenty million dollars; for premium on bonds exchanged, ten million dollars; for other purposes, as the board may direct, nine million dollars; total, one hundred and sixty million dollars.

EMPLOYÉS AND SALARIES—STATE OF OREGON.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked.</i>	<i>Total yearly compensation.</i>	<i>Average daily compensation.</i>
General officers (including receiver).....	3	1,048	\$ 8,585 31	\$ 8 14
Other officers.....	1	378	4,298 11	11 37
General office clerks.....	19	7,210	18,118 23	2 51
Others.....	3	1,172	8,163 29	2 69
Other employes—				
Station agents.....	27	9,926	21,260 73	2 14
Other station men.....	4	1,380	5,555 44	4 03
Engineers.....	4	1,380	3,009 21	2 18
Firemen.....	7	2,546	8,163 34	3 20
Conductors.....	16	5,717	11,444 32	2 00
Other shopmen.....	26	64 27	11, 64 27	2 48
Section foremen.....	7	2,435	4,524 00	1 85
Other trackmen.....	23	7,250	11,131 98	1 53
Switchmen, flagmen, and watchmen.....	1	372	691 19	1 86
Telegraph operators and dispatchers.....	1	384	770 00	2 30
All other employes and laborers.....	17	5,149	11,574 80	2 24
Total, including general officers—Oregon.....	133	46,823	\$ 112,294 22	\$ 2 42
Less general officers.....	3	1,048	8,585 31	8 14
Total, excluding general officers—Oregon.....	130	45,775	\$ 103,758 91	\$ 2 29
Distribution of above—				
General administration.....	33	11,519	\$ 37,918 04	\$ 3 29
Maintenance of way and structures.....	29	10,719	17,604 15	1 64
Maintenance of equipment.....	78	24,007	4,172 27	2 91
Conducting transportation.....	71	24,007	56,599 76	2 36
Total, including general officers—Oregon.....	133	46,823	\$ 112,294 22	\$ 2 42
Less general officers.....	3	1,048	8,585 31	8 14
Total, excluding general officers—Oregon.....	130	45,775	\$ 103,758 91	\$ 2 29
Total, including general officers—entire line.....	9,707	3,272,660	\$ 7,156,750 23	\$ 2 18

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	71,196	\$ -----
Number of passengers carried one mile.....	2,574,291	-----
Number of passengers carried one mile per mile of road.....	62,893	-----
Average distance carried.....	36.16	-----
Total passenger revenue.....		79,775 69
Average amount received from each passenger.....		1 12051
Average receipts per passenger per mile.....		03098
Total passenger earnings.....		92,200 56
Passenger earnings per mile of road.....	41.00	2,248 79
Passenger earnings per train mile.....	46,474	1 98392
Freight traffic—		
Number of tons carried of freight earning revenue.....	135,645	\$ -----
Number of tons carried one mile.....	5,363,636	-----
Number of tons carried one mile per mile of road.....	130,893	-----
Average distance haul of one ton.....	39.55	-----
Total freight revenue.....		78,740 22
Average amount received for each ton of freight.....		58049
Average receipts per ton per mile.....		01466
Total freight earnings.....		78,836 22
Freight earnings per mile of road.....	41.00	1,922 84
Freight earnings per train mile.....	43,643	1 80639
Passenger and freight—		
Passenger and freight revenue.....		\$ 158,515 91
Passenger and freight revenue per mile of road.....	41.00	3,866 24
Passenger and freight earnings.....		171,036 78
Passenger and freight earnings per mile of road.....	41.00	4,171 63
Gross earnings from operation.....		170,872 91
Gross earnings from operation per mile of road.....	41.00	4,167 63
Gross earnings from operation per train mile.....	90,117	1 8961
Operating expenses.....		245,357 06
Operating expenses per mile of road.....	41.00	5,984 32
Operating expenses per train mile.....	90,117	2 7226
Loss from operation.....		74,484 15
Loss from operation per mile of road.....	41.00	1,816 69
Train mileage—		
Miles run by passenger trains.....	16,474	\$ -----
Miles run by freight trains.....	43,643	-----
Total mileage trains earning revenue.....	90,117	\$ -----
Miles run by construction and other trains.....	2,870	-----
Grand total train mileage.....	92,987	\$ -----
Mileage of loaded freight cars—north or east.....	251,111	\$ -----
Mileage of loaded freight cars—south or west.....	286,911	-----
Mileage of empty freight cars—north or east.....	107,922	-----
Mileage of empty freight cars—south or west.....	48,560	-----
Average number of freight cars in train.....	15.913	-----
Average number of loaded cars in train.....	12.328	-----
Average number of empty cars in train.....	3.585	-----
Average number of tons of freight in train.....	122.964	-----
Average number of tons of freight in each loaded car.....	9.975	-----

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue	1,241,033	\$
Number of passengers carried one mile	116,748,976	
Number of passengers carried one mile per mile of road	25,112	
Average distance carried	94	
Total passenger revenue		3,235,295 13
Average amount received from each passenger		2 60694
Average receipts per passenger per mile		02771
Total passenger earnings		4,134,380 43
Passenger earnings per mile of road	4,648 '96	889 31
Passenger earnings per train mile	3,107,648	1 33038
Freight traffic—		
Number of tons carried of freight earning revenue	3,781,316	\$
Number of tons carried one mile	1,177,156,867	
Number of tons carried one mile per mile of road	253,208	
Average distance haul of one ton	311	
Total freight revenue		13,060,113 16
Average amount received for each ton of freight		3 45
Average receipts per ton per mile		01111
Total freight earnings		13,075,543 17
Freight earnings per mile of road	4,648 '96	2,812 57
Freight earnings per train mile	7,189,057	1 81881
Passenger and freight—		
Passenger and freight revenue		\$16,295,408 29
Passenger and freight revenue per mile of road	4,648 '96	3,505 17
Passenger and freight earnings		17,209,923 60
Passenger and freight earnings per mile of road	4,648 '96	3,701 88
Gross earnings from operation		17,649,888 38
Gross earnings from operation per mile of road	4,648 '96	3,796 52
Gross earnings from operation per train mile	10,296,705	1 71412
Operating expenses		11,467,090 31
Operating expenses per mile of road	4,648 '96	2,466 59
Operating expenses per train mile	10,296,705	1 11366
Income from operation		6,182,798 07
Income from operation per mile of road	4,648 '96	1,329 93
Train mileage—		
Miles run by passenger trains	2,854,726	\$
Miles run by freight trains	6,740,258	
Miles run by mixed trains	701,721	
Total mileage trains earning revenue	10,296,705	\$
Miles run by construction and other trains	213,713	
Grand total train mileage	10,510,418	\$
Mileage of loaded freight cars—north or east	48,345,997	\$
Mileage of loaded freight cars—south or west	67,943,018	
Mileage of empty freight cars—north or east	33,114,917	
Mileage of empty freight cars—south or west	12,544,972	
Average number of freight cars in train	22 '53	
Average number of loaded cars in train	16 '18	
Average number of empty cars in train	6 '35	
Average number of tons of freight in train	163 '74	
Average number of tons of freight in each loaded car	10 '12	

FREIGHT TRAFFIC MOVEMENT—STATE OF OREGON.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers.	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture—	<i>Whole tons.</i>	<i>Whole tons.</i>		
Grain	5,916	94	6,010	4.43
Flour	1,705	395	2,100	1.53
Other mill products	1,527	152	1,679	1.24
Hay	656	22	658	.49
Fruit and vegetables	316	3,195	3,511	2.59
Products of animals—				
Livestock	796	5,269	6,065	4.48
Dressed meats	168		168	.12
Other packing-house products	658	12	670	.49
Poultry, game, and fish	2,312	5	2,317	1.70
Wool	127	55	182	.13
Hides and leather	371	6	377	.28
Products of mines—				
Anthracite coal	43		43	.03
Bituminous coal	33,839	10	33,839	24.96
Coke	610		610	.45
Ores		838	838	.61
Stone, sand, and other like articles	391	43	434	.32
Products of forest—				
Lumber	9,011	119	9,130	6.74
Other forest products	5,625	10	5,635	4.15
Manufactures—				
Petroleum and other oils	1,858	75	1,933	1.43
Sugar	1,157	1,872	3,029	2.23
Iron, pig and bloom	160		160	.12
Iron and steel rails	524	17	541	.40
Other castings and machinery	4,863	153	5,016	3.70
Bar and sheet metal	1,521	1	1,522	1.12
Cement, brick, and lime	6,276		6,276	4.63
Agricultural implements	516	96	612	.45
Wagons, carriages, tools, etc.	493	4	497	.37
Wines, liquors, and beers	628	282	910	.67
Household goods and furniture	1,493	250	1,653	1.21
Merchandise	24,236	1,090	25,326	18.67
Miscellaneous—other commodities not mentioned above	8,037	5,857	13,894	10.25
Total tonnage—Oregon	115,723	19,992	135,645	100.00
Total tonnage—entire line	3,317,611	463,705	3,781,316	

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.		Equipment fitted with automatic coupler.	
			Number.	Name.	Number.	Name.
Locomotives owned and leased—						
Passenger	3	131	131	Westinghouse		
Freight	2	420	420	Westinghouse		
Switching	1	79	64	Westinghouse		
Total locomotives in service	4	630	615			
Less locomotives leased		82	82			
Total locomotives owned	4	548	533			
Cars owned and leased—						
In passenger service—						
First class cars		79	79	Westinghouse	79	25 Miller. 54 Cowell.
Second class cars		60	60	Westinghouse	60	Miller.
Combination cars		27	27	Westinghouse	25	Miller.
Emigrant cars		59	59	Westinghouse	59	Miller.
Dining cars		26	26	Westinghouse	26	14 Miller. 12 Cowell.
Sleeping cars, Pullman, one half interest		50	50	Westinghouse	50	10 Cowell. 40 Miller.
Baggage, express, and postal cars	1	124	124	Westinghouse	124	Miller.
Other cars in passenger service		7	7	Westinghouse	7	Miller.
Total	1	432	432			
In freight service—						
Box cars	61	10,409	9,108	Westinghouse	3,301	See table below.
Flat cars	60	3,794	1,805	Westinghouse	1,258	
Stock cars	42	946	935	Westinghouse	221	
Coal cars	40	2,468	1,806	Westinghouse	775	
Tank cars		7	6	Westinghouse		See table below.
Refrigerator cars		269	269	Westinghouse	163	
Other cars in freight service	1	245	31	Westinghouse	15	14 Miller. 1 Drexel.
Total	204	18,138	13,955			
In company's service—						
Officers' and pay cars		9	9	Westinghouse	9	Miller.
Gravel cars		2				
Derrick cars		10				
caboose cars	4	313	301	Westinghouse		
Other road cars	70	1,688	13	Westinghouse	5	Miller.
Total	74	2,022	323		14	
Total cars in service		20,592	14,710		6,177	
Less cars leased		3,771	3,571		414	
Total cars owned		16,821	11,139		5,763	

CARS IN FREIGHT SERVICE—EQUIPMENT FITTED WITH AUTOMATIC COUPLER.

	Drexel.	Janney.	Gould.	C. Mcago.	Calif.- fornia.	Buckeye.	Fox.	Trojan.	Stand- ard.	Amer- ican.
Box cars	394	1,746	835	12	5	2	1	1		305
Flat cars	37	574	590							57
Stock cars	1	8	7	198						7
Coal cars	70	586	119						10	40
Refrig. cars	10	124	9	3		1	2			14

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.		Line of proprietary companies, owned jointly.	Line operated under con- tract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.		Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track	2,136.46	85.93	1,265.09	31.16	1,112.10	18.22	4,648.96	2.66	202.48	4,428.26
Miles of second track	21.25	1.44			16.20	13.59	52.48			38.89
Miles of third track						7.70	7.70			
Miles of fourth track						7.70	7.70			
Miles of yard track and sidings	422.10	20.69	120.35		154.43		717.57		223.00	492.57
Total mileage operated, all tracks	2,579.81	108.06	1,385.44	31.16	1,282.73	47.21	5,434.41	2.66	427.48	4,959.72

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line represented by capital stock.		Line of proprietary companies, owned jointly.	Line operated under con- tract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.		Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Wisconsin	78.63	19.13		1.41		16.90	99.17		4.00	95.17
Minnesota	237.10	14.04	209.30	29.75			812.99		26.57	739.52
Dakota	376.93	11.12	325.58		160.78		874.41		68.49	805.92
Maine							265.64			265.64
Montana	783.08	20.39	120.48		381.79		1,305.74		44.52	1,261.22
Idaho	84.06	3.00	66.48		42.02		195.56	.05	12.84	182.72
Washington	538.00	17.23	277.61		221.61		1,054.45	2.61	15.80	1,038.65
Oregon	38.66	1.02				1.32	41.00		.26	39.42
Total mileage operated, single track	2,136.46	85.93	1,265.09	31.16	1,112.10	18.22	4,648.96	2.66	202.48	4,428.26

MILEAGE—CONTINUED.

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line represented by capital stock.		Total mileage owned.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.			Iron.	Steel.
Wisconsin	78.63	19.13	97.76		4.00	98.76
Minnesota	237.10	14.04	251.14		4.29	246.85
Dakota	367.93	11.12	388.05			388.05
Montana	783.08	20.39	803.47			803.47
Idaho	84.06	3.00	87.06	.05		87.06
Washington	538.00	17.23	555.23	2.61	7.90	547.33
Oregon	38.66	1.02	39.68		.26	39.42
Total mileage owned, single track	2,136.46	85.93	2,222.39	2.66	16.45	2,205.94

MILEAGE—CONCLUDED—STATE OF OREGON.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

<i>Line in use.</i>	<i>Line represented by capital stock.</i>		<i>Line operated under trackage rights.</i>	<i>Total mileage operated.</i>	<i>Rails.</i>	
	<i>Main line.</i>	<i>Branches and spurs.</i>			<i>Iron.</i>	<i>Steel.</i>
Miles of single track	38·66	1·02	1·32	41·00	·26	39·42
Miles of yard track and sidings	5·17			5·17	2·76	2·41
Total mileage operated, all tracks	43·83	1·02	1·32	46·17	3·02	41·83

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

<i>State of Oregon.</i>	<i>Line represented by capital stock.</i>		<i>Line operated under trackage rights.</i>	<i>Total mileage operated.</i>	<i>Rails.</i>	
	<i>Main line.</i>	<i>Branches and spurs.</i>			<i>Iron.</i>	<i>Steel.</i>
Total mileage operated	38·66	1·02	1·32	41·00	·26	39·42

NEW TIES LAID DURING YEAR—STATE OF OREGON.

<i>Kind.</i>	<i>Number.</i>	<i>Average price at distributing point.</i>
Fir	1,198	\$ 0 20
Total	1,198	\$ 0 20

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF OREGON.

Locomotives.	Coal.		Wood.		Total fuel consumed.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
	Tons.	Tons.	Cords.	Cords.			
Passenger.....	-----	2,428	2	20	Tons 2,439	17,148	103.46
Freight.....	-----	2,851	2	20	2,862	119,02	119.02
Switching.....	-----	609	1	6	613	29,000	42.28
Construction.....	-----	126	-----	-----	126	4,224	59.66
Total.....	-----	6,014	5	46	6,040	128,464	94.03
Average cost at distributing point.....	\$	1 88	\$	1 30	\$	-----	-----

ACCIDENTS TO PERSONS—STATE OF OREGON.

Kind of accident.	Employees.			Others.		
	Trainmen.		Total.	Trespassing.		Total.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	1	.....	1
.....	1	.....	1	.....	1
Total.....	1	.....	1	.....	1

CHARACTERISTICS OF ROAD—STATE OF OREGON.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of bridge above surface of rail.
		Fect. In.	Fect. In.	Fect. In.			Fect. In.
Bridges—					Overhead highway crossings—		
Wooden	1	119 00	119 00	119 0	Trestles	2	19 00
Total	1	119 00			Total	2	
Trestles	44	13,053 10	15 10	3,236 0			

Gauge of track—Four feet eight and one half inches; thirty-nine and sixty-eight hundredths miles.

TELEGRAPH

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Operated by this company.	Operated by another company.	Miles of wire.	Miles of line.	Miles of wire.	Name of operating company.
	Miles of line.	Miles of wire.	Miles of wire.	Miles of line.	Miles of wire.	
Cable 39' 65"	40 75	40 75	40 75	40 75	40 75	Owned and operated jointly by Northern Pacific Railroad Company and Western Union Telegraph Company.
	40 75					Owned jointly and operated by Northern Pacific Railroad Company.
	40 75					Owned jointly and operated by Western Union Telegraph Company.
	40 75					Owned and operated by Northern Pacific Railroad Company.

CHARACTERISTICS OF ROAD—STATE OF OREGON— CONCLUDED.

TELEGRAPH.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

<i>Miles of wire.</i>	<i>Name of owner.</i>	<i>Name of operating company.</i>
120.15	Western Union Telegraph Company ----	Western Union Telegraph Company.

OATH.

STATE OF NEW YORK, }
County of New York. } ss.

I, the undersigned, John Scott, comptroller to the receivers of the Northern Pacific Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JOHN SCOTT,
Comptroller.

Subscribed and sworn to before me this fourteenth day of October, eighteen hundred and ninety-five.

L. R. KIDDER,
Notary Public No. 111, New York county and state.

ANNUAL REPORT

OF THE

WASHINGTON AND COLUMBIA RIVER RAILWAY COMPANY.

For the year ending June 30, 1895.

HISTORY.

1. Name of common carrier making this report? Washington and Columbia River Railway Company.
2. Date of organization? September twenty-third, eighteen hundred and ninety-two.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Washington.
4. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Oregon and Washington Territory Railroad Company, state of Oregon.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
W. D. Tyler.....	Walla Walla, Washington.....	Sept. 19, 1895
Theo. B. Wilcox.....	Portland, Oregon.....	Sept. 19, 1895
Levi Ankeny.....	Walla Walla, Washington.....	Sept. 19, 1895
F. W. Paine.....	Walla Walla, Washington.....	Sept. 19, 1895
D. C. Guernsey.....	Dayton, Washington.....	Sept. 19, 1895
P. A. Preston.....	Waitsburg, Washington.....	Sept. 19, 1895
S. P. Sturges.....	Pendleton, Oregon.....	Sept. 19, 1895
J. S. Kelllar.....	Pendleton, Oregon.....	Sept. 19, 1895
W. S. Byers.....	Pendleton, Oregon.....	Sept. 19, 1895

Total number of stockholders at date of last election? Ten.
 Date of last meeting of stockholders for election of directors? September twentieth, eighteen hundred and ninety-four.
 Give postoffice address of general office? Walla Walla, Washington.
 Give postoffice address of operating office? Walla Walla, Washington.
 Give name and address of officer to whom correspondence regarding this report should be addressed? Name, W. D. Tyler; title, president and general manager; address, Walla Walla, Washington.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
President.....	W. D. Tyler.....	Walla Walla, Washington.
Vice-president.....	T. B. Wilcox.....	Portland, Oregon.
Secretary.....	A. R. Zalriskie.....	Portland, Oregon.
Treasurer.....	A. R. Zalriskie.....	Portland, Oregon.
General Counsel.....	B. L. and J. L. Sharpstein.....	Portland, Oregon.
Auditor.....	Roland Smith.....	Portland, Oregon.
General manager.....	W. D. Tyler.....	Portland, Oregon.
Chief engineer.....	J. G. Cutler.....	Portland, Oregon.
Superintendent.....	C. W. Taylor.....	Hunt's Junction, Wash.
General freight and passenger agent.....	C. Herman.....	Hunt's Junction, Wash.

PROPERTY OPERATED.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>
	<i>From—</i>	<i>To—</i>	
Washington and Columbia River Railway Company.....	Pendleton, Oregon.....	Dayton, Washington.....	128.41
Washington and Columbia River Railway Company.....	Killian Junc., Oregon.....	Athena, Oregon.....	14.59
Washington and Columbia River Railway Company.....	Eureka Junc., Wash.....	Pleasant View, Wash.....	19.73
Total.....			162.73

CAPITAL STOCK.

<i>Description.</i>	<i>Amount.</i>	<i>Oregon proportion.</i>
Capital stock.....	\$ 3,000,000	\$ 826,999 01

FUNDED DEBT.

<i>Class of bond or obligation.</i>	<i>Rate.</i>	<i>Amount issued.</i>	<i>Oregon proportion.</i>
First mortgage bonds.....	4%	\$ 2,500,000	\$ 689,165 82
Income mortgage bonds.....	5%	2,500,000	689,165 82

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.	Deductions, account of repay- ments, etc.	Actual earnings.
Passenger—			
Passenger revenue.....	\$ 2,734 54	\$ ————	\$ ————
Less repayments—			
Repayments.....	\$ ————	9 50	———
Total deductions.....	———	\$ 9 50	———
Total passenger revenue.....	———	\$ ————	\$ 2,725 04
Mail.....	———	———	1,214 27
Express.....	———	———	157 55
Extra baggage and storage.....	———	———	34 79
Total passenger earnings.....	———	———	\$ 4,131 65
Freight—			
Freight revenue.....	\$ 57,238 87	\$ ————	\$ ————
Less repayments—			
Overcharge to shippers.....	\$ ————	90 07	———
Total deductions.....	———	\$ 90 07	———
Total freight revenue.....	———	\$ ————	\$ 57,148 80
Other items.....	———	———	7 75
Total freight earnings.....	———	———	\$ 57,156 55
Total freight and passenger earnings.....	———	———	\$ 61,288 20
Other earnings from operation—			
Rents, not otherwise provided for.....	\$ ————	\$ ————	\$ 300 00
Total other earnings.....	———	———	\$ 61,588 20
Total gross earnings from operation, Oregon.....	———	———	\$ ————

OPERATING EXPENSES—STATE OF OREGON.

Item.	Amount.
Maintenance of way and structures.....	\$ 7,540 46
Maintenance of equipment.....	1,428 18
Conducting transportation.....	11,963 35
General expenses.....	3,111 01
Total.....	\$ 24,043 00
Percentage of expenses to earnings—Oregon.....	39.04

Operating expenses are arrived at by taking same proportion of total expenses as the Oregon train mileage bears to the total train mileage.

IMPORTANT CHANGES DURING THE YEAR—STATE OF OREGON.

August twenty-fourth, eighteen hundred and ninety-four, midnight, W. D. Tyler appointed as receiver.

May twenty-third, eighteen hundred and ninety-five, midnight, Washington and Columbia River Railway Company assumed control of the property. First issue of mortgage bonds, four million one hundred and seventy-five thousand dollars, at five per cent. interest, cancelled, and new issue of first mortgage bonds, two million five hundred thousand dollars, at four per cent. interest, and income mortgage bonds, two million five hundred thousand dollars, at not exceeding five per cent. interest, nonaccumulative.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF OREGON.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies, 2. Mails, 3. Sleeping, parlor, or dining car companies, 4. Freight or transportation companies or lines, 5. Other railroad companies, 6. Steamboat or steamship companies, 7. Telegraph companies, 8. Telephone companies, 9. Other contracts.

1. Northern Pacific Express Company—Beer, first-class; produce, one and one fifth first class; merchandise, one and one half first class; fruit and vegetables, special.

2. Route No. 173,016, Hunts to Pendleton; annual compensation, one thousand seven hundred and thirty-three dollars and eight cents.

3 and 4. None.

5. Northern Pacific Railroad Company—Contract of September first, eighteen hundred and ninety-three.

6. None.

7. Western Union Telegraph Company.

8 and 9. None.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue	2,664½	\$
Number of passengers carried one mile	62,633	.....
Number of passengers carried one mile per mile of road	1,396	.....
Average distance carried	23½	.....
Total passenger revenue		2,725 04
Average amount received from each passenger		1 02272
Average receipts per passenger per mile		04350
Total passenger earnings		4,131 65
Passenger earnings per mile of road		91 92
Freight traffic—		
Number of tons carried of freight earning revenue	54,836	\$
Number of tons carried one mile	974,559	.....
Number of tons carried one mile per mile of road	21,681	.....
Average distance haul of one ton	17.77	.....
Total freight revenue		57,148 80
Average amount received for each ton of freight		1 04236
Average receipts per ton per mile		05864
Total freight earnings		57,156 55
Freight earnings per mile of road		1,271 55
Freight earnings per train mile		3 08638
Passenger and freight—		
Passenger and freight revenue		\$ 59,873 84
Passenger and freight revenue per mile of road		1,332 01
Passenger and freight earnings		61,288 20
Passenger and freight earnings per mile of road		1,363 48
Gross earnings from operation		61,588 20
Gross earnings from operation per mile of road		1,370 15
Gross earnings from operation per train mile		2 60595
Operating expenses		24,043 00
Operating expenses per mile of road		334 88
Operating expenses per train mile		1 01731
Income from operation		37,545 20
Train mileage—		
Miles run by passenger trains	5,115	\$
Miles run by freight trains	18,519	.....
Total mileage trains earning revenue	23,634	\$
Miles run by construction and other trains	346	.....
Grand total train mileage	23,980	\$

FREIGHT TRAFFIC MOVEMENT—STATE OF OREGON.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture—				
Grain	43,541		43,541	79.40
Flour	1,646		1,646	3.00
Other mill products	2,845	10	2,855	5.21
Fruit and vegetables	16	10	26	.05
Products of animals—				
Livestock	3,314	22	3,336	6.08
Dressed meats	8	33	41	.07
Wool	16	83	99	.18
Hides and leather	22		22	.04
Products of mines—				
Bituminous coal	11	248	259	.47
Coke		10	10	.02
Products of forest—				
Lumber	60	1,891	1,951	3.56
Manufactures—				
Sugar	4	81	85	.16
Agricultural implements	13		13	.02
Wagons, carriages, tools, etc.	6	1	7	.01
Wines, liquors, and beers	1	12	13	.02
Household goods and furniture	29	29	58	.11
Merchandise	37	292	329	.60
Miscellaneous—other commodities not mentioned above	151	394	545	1.00
Total tonnage—Oregon	51,720	3,116	54,836	100.00

MILEAGE—STATE OF OREGON.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Idea represented by capital stock.		Total mileage operated.	Ratio.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track	30.36	14.59	44.95		44.95
Miles of yard track and sidings.		4.85	4.85		4.85
Total mileage operated (all tracks)	30.36	19.44	49.80		49.80

CHARACTERISTICS OF ROAD.

Working divisions or branches.			Alignment.			Profile.				
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Ascending grades.		Descending grades.	
							Number.	Sum of ascents.	Number.	Sum of descents.
				Miles.	Miles.	Miles.		Fect.		Fect.
State line	Pendleton	30.36	56	8.92	21.44	.61	5	1,180.00	7	986.8
Killian Junction	Athens	14.59	18	4.53	10.06	.62	2	392.64	3	477.85
Total		44.95	74	13.45	31.50	1.23	7	1,572.64	10	1,474.65
										Miles.
										16.78
										9.47
										26.25

CHARACTERISTICS OF ROAD—STATE OF OREGON—CONCLUDED.

BRIDGES AND TRESTLES.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.
		Feet.	In.	Feet.		Feet.
Bridges—						
Wooden -----	1	150	00			
Total -----	1	150	00			
Trestles -----	32	2,804	00	48		637

Gauge of track—four feet eight and one half inches.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
44.68	59.14	Western Union Telegraph Co.	Washington and Columbia River Railway Company.

OATH.

STATE OF WASHINGTON, }
County of Walla Walla. } ss.

We, the undersigned, W. D. Tyler, president, and Rowland Smith, auditor, of the Washington and Columbia River Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. D. TYLER,
President.
ROWLAND SMITH,
Auditor.

Subscribed and sworn to before me this twenty-ninth day of August, eighteen hundred and ninety five.

CHARLES HERMAN,
Notary Public for Washington, residing at Walla Walla.

ANNUAL REPORT

OF THE

SUMPTER VALLEY RAILWAY COMPANY.

For the year ending June 30, 1895.

HISTORY.

1. Name of common carrier making this report? Sumpter Valley Railway Company.
2. Date of organization? August fifteenth, eighteen hundred and ninety.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Oregon.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
David Eccles.....	Ogden, Utah.....	January 20, 1896
C. W. Nibley.....	Baker City, Oregon.....	January 20, 1896
Jas. Sharp.....	Salt Lake City, Utah.....	January 20, 1896
F. M. Shurtliff.....	Baker City, Oregon.....	January 20, 1896
Wm. Eccles.....	Hunts, Oregon.....	January 20, 1896

Total number of stockholders at date of last election? Twenty-seven.

Date of last meeting of stockholders for election of directors? January fourteenth, eighteen hundred and ninety-five.

Give postoffice address of general office. Baker City, Oregon.

Give postoffice address of operating office. Baker City, Oregon.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, Jos. A. West; title, superintendent and secretary; address, Baker City, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board	David Eccles	Baker City, Oregon.
President	David Eccles	Baker City, Oregon.
First vice-president	C. W. Nibley	Baker City, Oregon.
Secretary	Joseph A. West	Baker City, Oregon.
Treasurer	H. H. Spencer	Baker City, Oregon.
Attorney, or general counsel	Butcher and Johns	Baker City, Oregon.
Auditor	Thomas D. Dee	Baker City, Oregon.
General manager	David Eccles	Baker City, Oregon.
Chief engineer	Joseph A. West	Baker City, Oregon.
General superintendent	Joseph A. West	Baker City, Oregon.
General freight agent	Joseph A. West	Baker City, Oregon.
General passenger agent	Joseph A. West	Baker City, Oregon.

PROPERTY OPERATED—STATE OF OREGON.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>
	<i>From—</i>	<i>To—</i>	
Sumpter Valley Railway	Baker City	McEwen	25
Spurs			4
Total			29

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount issued and outstanding.</i>
Capital stock—				
Common	10,000	\$ 100 00	\$ 250,000 00	\$ 150,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
First mortgage gold 20 year bonds	March 31, 1891	20 years	\$ 150,000 00	\$ 150,000 00	\$ 150,000 00
Total — Mortgage bonds			\$ 150,000 00	\$ 150,000 00	\$ 150,000 00
Miscellaneous obligations	Due O. C. Co.		37,291 50		
Grand total			\$ 187,291 50		

FUNDED DEBT—CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Cash realized amount issued.	Interest.		
		Rate.	When payable.	Amount paid during year.
First mortgage gold 20 year bonds	\$ 150,000 00	6%	Jan. 1, July 1--	\$ 9,000 00
Total — Mortgage bonds	\$ 150,000 00	6%		
Miscellaneous obligations				
Grand total				

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 150,000 00	\$ 150,000 00	\$ 9,000 00	\$ 9,000 00
Miscellaneous obligations.....		37,291 50		
Total.....	\$ 150,000 00	\$ 187,291 50	\$ 9,000 00	\$ 9,000 00

CURRENT LIABILITIES.

Current liabilities accrued to and including June 30, 1895.	Amount.
Miscellaneous, due Oregon Lumber Company.....	\$ 37,291 50

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Totgl amount outstanding.	Amount per mile of line.	
		Miles.	Amount.
Capital stock.....	\$ 150,000 00	25	\$ 6,000 00
Bonds—grand total.....	150,000 00	25	6,000 00
Current liabilities.....	37,291 50		1,491 66
Total.....	\$ 337,291 50		\$ 13,491 66

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.		
	Included in operating expenses.	Not included in operating expenses.	
		Charged to income account as permanent improvements.	Charged to construction or equipment.
Construction —			
Rails and fixtures.....	\$.....	\$.....	\$ 60,485 67
Road built by contract.....			226,500 00
Total construction.....	\$.....	\$.....	\$ 286,985 67
Equipment —			
Four locomotives.....	\$.....	\$.....	\$ 12,000 00
One passenger car.....			2,500 00
One baggage, express, and postal car.....			1,600 00
Sixty-two freight cars (52 flat cars, \$5,200; 10 box cars, \$1,500).....			6,700 00
Other cars of all classes (1 caboose).....			250 00
Total equipment.....	\$.....	\$.....	\$ 23,050 00
Grand total cost, construction, equipment, etc....	\$.....	\$.....	\$ 310,035 67

INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

	Amount.	Amount.
Gross earnings from operation.....	\$ 32,236 50	\$.....
Less operating expenses.....	29,480 42	
Income from operation.....	\$ 2,756 08	
Total income.....		\$ 2,756 00
Deductions from income —		
Interest on funded debt accrued (\$9,000 taken from income Oregon Lumber Company's account at 10% interest on interest-bearing current liabilities accrued, not otherwise provided for)	\$ 3,313 38	\$.....
Rents paid for lease of road.....		
Taxes (\$474.16 taken from income).....		
Permanent improvements.....		
Other deductions (income of Oregon Lumber Company's account in addition to interest).....	844 27	
Total deductions from income.....	\$ 4,157 65	
Deficit.....		\$ 1,401 57
Deficit from operations of year ending June 30, 1895.....		\$ 1,401 57

EARNINGS FROM OPERATION.

<i>Item.</i>	<i>Total receipts.</i>	<i>Actual earnings.</i>
Passenger—		
Passenger revenue.....	\$ 6,233 40	\$
Total passenger revenue.....		\$ 6,233 40
Mail, express, and telephone		1,871 16
Total passenger earnings.....		\$ 8,104 56
Freight—		
Freight revenue.....	\$ 23,401 60	\$
Total freight revenue		\$ 23,401 06
Total passenger and freight earnings.....		\$ 31,505 62
Other earnings from operation—		
Other sources.....	\$	\$ 730 88
Total gross earnings from operation		\$ 32,236 50

OPERATING EXPENSES.

<i>Item.</i>	<i>Amount.</i>
Maintenance of way and structures—	
Track material and train supplies.....	\$ 8,358 36
Total.....	\$ 8,358 36
Maintenance of equipment—	
Repairs, etc.	\$ 3,389 40
Total.....	\$ 3,389 40
Conducting transportation—	
Wages of enginemen, firemen, and roundhousemen. fuel, etc.....	\$ 8,473 50
Other expenses (taxes, \$474.16; mail, \$125; stock killed, \$20; interest paid, \$8,640)...	9,259 16
Total.....	\$ 29,480 42
Recapitulation of expenses—	
Track material and train supplies.....	\$ 3,201 89
Maintenance of way and structures.....	5,156 47
Maintenance of equipment	3,389 40
Conducting transportation	8,473 50
General expenses (mail, \$125; stock killed, \$20; interest paid, \$8,640; taxes, \$474.16)...	9,259 16
Grand total.....	\$ 29,480 42

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1894.		June 30, 1895.		Year ending June 30, 1894.	
		Liabilities.			
Item.	Total.	Item.	Total.	Increase.	Decrease.
1,500 shares	\$ 150,000 00	1,500 shares	\$ 150,000 00		
150 bonds	150,000 00	150 bonds	150,000 00		
	*38,133 85		*37,291 50	4,157 65	
	\$ 338,133 85		\$ 337,291 50	4,157 65	
		Grand total			

* Due Oregon Lumber Company.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF OREGON.

Contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight and passengers. Mail contract only.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	What road mortgaged.		Amount of mortgage per mile of line.
	From—	To—	
First mortgage gold 20-year bonds.	Baker City	McEwen	25 \$ 6,000 00

* Included in main line mortgage.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.

NOTE.—This road was built by the Oregon Lumber Company for the purpose of supplying its mill at Baker City with saw logs. The carrying of passengers and freight is a comparatively small matter and no records are kept by which detailed information can be obtained.—COMMISSIONERS.

DESCRIPTION OF EQUIPMENT.

<i>Item.</i>	<i>Total number at end of year.</i>
Locomotives—owned and leased	4
Total locomotives in service	4
Cars—owned and leased—	
In passenger service—	
First class cars	1
Baggage, express, and postal cars	1
Total	2
In freight service—	
Box cars	10
Flat cars	52
Total	64
In company's service—	
Caboose cars	1
Total cars in service	65
Total cars owned	65

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

<i>Line in use.</i>	<i>Line represented by capital stock.</i>		<i>Total mileage operated.</i>	<i>New line constructed during year.</i>	<i>Rails.</i>	
	<i>Main line.</i>	<i>Branches and spurs.</i>			<i>Iron.</i>	<i>Steel.</i>
Miles of single track	25	4	29	2	Pounds. 35	Pounds. 40

OATH.

STATE OF OREGON, }
County of Baker. } ss.

We, the undersigned, David Eccles, president, and Joseph A. West, treasurer, of the Sumpter Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

DAVID ECCLES,
President.
JOSEPH A. WEST,
Treasurer.

Subscribed and sworn to before me this ninth day of September, eighteen hundred and ninety-five.

JAMES R. SMURTHWAITE,
Notary Public.

ANNUAL REPORT

OF THE

INDEPENDENCE AND MONMOUTH RAILWAY COMPANY.

For the year ending June 30, 1895.

HISTORY.

1. Name of common carrier making this report? Independence and Monmouth Railway Company.
2. Date of organization? March, eighteen hundred and eighty-nine.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Oregon.

ORGANIZATION.

Name of directors.	Postoffice address.	Date of expiration of term.
D. W. Sears	Independence, Oregon	December 31, 1895
B. F. Smith	Lewisville, Oregon	December 31, 1895
F. S. Powell	Monmouth, Oregon	December 31, 1895
A. Nelson	Independence, Oregon	December 31, 1895
F. A. Patterson	Independence, Oregon	December 31, 1895

Total number of stockholders at date of last election? Ten.
 Date of last meeting of stockholders for election of directors? December thirty-first, eighteen hundred and ninety-four.
 Give postoffice address of general office? Independence, Oregon.
 Give postoffice address of operating office? Independence, Oregon.
 Give name and address of officer to whom correspondence regarding this report should be addressed? Name, W. P. Connaway; title, secretary; address, Independence, Oregon.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board	A. Nelson	Independence, Oregon.
President	A. Nelson	Independence, Oregon.
Secretary	W. P. Connaway	Independence, Oregon.
Treasurer	B. F. Smith	Independence, Oregon.
General manager	Jerome Dornsife	Independence, Oregon.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From —	To —	
Independence and Monmouth Rail- way Company.	Independence	Monmouth	2.50

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.
Capital stock — Common	2,000	\$ 50 00	\$ 100,000 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVE-
MENTS.

Item.	Expenditures during year.			Total cost to June 30, 1895.
	Included in operating expenses.	Not included in operating expenses.		
		Charged to income account as permanent improvements.	Charged to construction or equipment.	
Construction—				
Rails, fish plates, frogs, spikes, etc.	\$	\$	\$ 10,738 84	\$
Ties			1,949 46	
Engineering expenses			336 17	
Terminal facilities and elevators			450 00	
Road built by contract			2,640 00	
Total construction	\$	\$	\$	\$ 16,114 47
Equipment—				
Locomotives	\$	\$	\$ 4,045 32	\$
Passenger cars			2,157 98	
Freight cars			385 00	
Total equipment	\$	\$	\$	\$ 6,588 30
Grand total cost, construction, equipment, etc.	\$	\$	\$	\$ 22,702 77

EARNINGS FROM OPERATION.

<i>Item.</i>	<i>Total receipts.</i>	<i>Actual earnings.</i>
Passenger revenue	\$ 1,886 90	\$
Total passenger earnings	\$	1,886 90
Freight revenue	\$ 85 37	\$
Total freight revenue	\$	85 37
Total passenger and freight earnings	\$	\$ 1,972 27

OPERATING EXPENSES.

<i>Item.</i>	<i>Amount.</i>
Maintenance of way and structures—	
Repairs of roadway	\$ 30 95
Maintenance of equipment—	
Repairs and renewals of locomotives	26 43
Conducting transportation—	
Water supply for locomotives	90 00
Advertising	7 80
Total	\$ 155 18

COMPARATIVE GENERAL BALANCE SHEET.

	<i>June 30, 1895.</i>	
	<i>Item.</i>	<i>Total.</i>
Assets—		
Cost of road	\$ 16,114 47	
Cost of equipment	6,588 30	
Total	\$ 22,702 77	

EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked.</i>	<i>Total yearly compensation.</i>
Enginemen	1	365	\$ 825 00
Conductors	1	365	540 00
Total	2	730	\$ 1,365 00

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

<i>Item.</i>	<i>Tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Revenue and rates.</i>
Passenger traffic —		
Number of passengers carried earning revenue	37,738	\$ —
Total passenger revenue		1,896 90
Average amount received from each passenger		05
Freight traffic —		
Total freight revenue		\$ 85 37
Passenger and freight —		
Passenger and freight revenue		\$ 1,972 27
Gross earnings from operation		1,972 27
Operating expenses		1,520 18
Income from operation		452 09

DESCRIPTION OF EQUIPMENT.

<i>Item.</i>	<i>Total number at end of year.</i>	<i>Equipment fitted with train brake.</i>	
		<i>Number.</i>	<i>Name.</i>
Locomotives owned and leased —			
Passenger	1	1	Eam's patent air brake.
Total locomotives in service	1	1	
Cars owned and leased —			
In passenger service —			
First class cars	1	1	
In freight service —			
Flat cars	1	1	

CONSUMPTION OF FUEL, BY LOCOMOTIVES.

<i>Locomotives.</i>	<i>Wood.</i>		<i>Miles run.</i>
	<i>Hard.</i>	<i>Soft.</i>	
Passenger		<i>Cords.</i> 180	12,775

OATH.

STATE OF OREGON, }
County of Polk. } ss.

We, the undersigned, Abram Nelson, president, and W. P. Connaway, secretary, of the Independence and Monmouth Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

A. NELSON,
President.
W. P. CONNAWAY,
Secretary.

Subscribed and sworn to before me this fifteenth day of August, eighteen hundred and ninety-five.

H. HIRSCHBERG,
Notary Public.

ANNUAL REPORT

OF THE

ROGUE RIVER VALLEY RAILWAY COMPANY.

For the year ending June 30, 1895.

HISTORY.

1. Name of common carrier making this report? Rogue River Valley Railway Company.
2. Date of organization? February fourth, eighteen hundred and ninety-one.
3. Under what laws of government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Oregon.

ORGANIZATION.

<i>Name of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Wm. Honeyman.....	Portland, Oregon.....	January 8, 1896
E. J. DeHart.....	Portland, Oregon.....	January 8, 1896
W. A. Buchanan.....	Portland, Oregon.....	January 8, 1896
T. D. Honeyman.....	Portland, Oregon.....	January 8, 1896
J. D. Honeyman.....	Portland, Oregon.....	January 8, 1896

Total number of stockholders at date of last election? Five.
 Date of last meeting of stockholders for election of directors? January ninth, eighteen hundred and ninety-five.
 Give postoffice address of general office? Portland, Oregon.
 Give postoffice address of operating office? Jacksonville, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
President.....	Wm. Honeyman.....	Portland, Oregon.
First vice-president.....	E. J. DeHart.....	Portland, Oregon.
Secretary.....	W. A. Buchanan.....	Portland, Oregon.
Treasurer.....	W. A. Buchanan.....	Portland, Oregon.
General manager.....	E. J. DeHart.....	Portland, Oregon.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Rogue River Valley Railway Company.....	Medford.....	Jacksonville.....	6
Total.....			6

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock —				
Common.....	1,000	\$ 100 00	\$ 100 00	\$ 100,000 00

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Amount per mile of line.	
		Miles.	Amount.
Capital stock.....	\$ 100,000 00	6	\$ 16,666 66⅔
Total.....	\$ 100,000 00	6	\$ 16,666 66⅔

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Amount per mile of road.	
		Miles.	Amount.
Rogue River Valley Railway Company.....	\$ 100,000 00	6	\$ 16,666 66⅔
Total.....	\$ 100,000 00	6	\$ 16,666 66⅔

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.				Total cost to June 30, 1894.	Total cost to June 30, 1895.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.		Total cost to June 30, 1894.			
		Charged to income account as permanent improvements.	Charged to construction or equipment.				
Construction	\$-----	\$-----	\$ 35,460 97	\$ 35,460 97	\$ 35,460 97	\$ 5,910 164	
Equipment	\$-----	\$-----	9,191 70	9,191 70	9,855 85	1,559 224	
Total cost of construction and equipment.	\$-----	\$-----	\$ 44,652 67	\$ 44,652 67	\$ 44,816 82	\$ 7,469 384	

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation	\$ 4,185 72	\$
Less operating expenses	8,296 41	
Income from operation		889 31
Total income		\$ 889 31
Surplus from operations of year ending June 30, 1895		\$ 889 31
Deficit on June 30, 1894		246 31
Surplus on June 30, 1895		\$ 642 97

EARNINGS FROM OPERATION.

<i>Item.</i>	<i>Total receipts.</i>	<i>Actual earnings.</i>
Passenger—		
Passenger revenue	\$ 2,788 46	\$
Total passenger revenue	\$	\$ 2,788 46
Mail	280 89	
Express	278 71	559 10
Total passenger earnings		3,947 56
Freight—		
Freight revenue	\$ 838 16	\$
Total freight revenue		838 16
Total freight earnings		\$ 838 16
Total passenger and freight earnings		\$ 4,185 72
Total gross earnings from operation		\$ 4,185 72

OPERATING EXPENSES.

<i>Item.</i>	<i>Total.</i>
Conducting transportation—	
Fuel for locomotives	\$ 385 80
Water supply for locomotives	48 00
Injuries to persons	20 00
Other expenses	2,267 21
Total	\$ 2,721 01
General expenses—	
Salaries of officers	\$ 360 00
Insurance	38 03
Other general expenses	177 37
Total	\$ 575 40
Recapitulation of expenses—	
Conducting transportation	\$ 2,721 01
General expenses	575 40
Grand total	\$ 3,296 41
Percentage of expenses to earnings	78 75%

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1894.		June 30, 1895.		Year ending June 30, 1895.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
Assets —					
Cost of road — construction	\$ 35,460 97		\$ 35,460 97	\$	\$
Cost of equipment	9,355 35		9,355 35	166 63	
Lands owned			400 00		
Profit and loss			642 97		
Grand total	\$		\$ 45,859 29	\$ 806 60	\$
Liabilities —					
Capital stock	\$		\$ 100,000 00	\$	\$
Profit and loss			642 97	642 97	
Grand total	\$		\$ 100,642 97	\$ 642 97	\$

CONTRACTS, AGREEMENTS, ETC.

1. Wells, Fargo & Company's express. Date of contract, March twentieth, eighteen hundred and ninety-one; twenty dollars per month for transportation of treasure in box or safe; twenty cents per one hundred pounds on merchandise; ten cents per one hundred pounds on special matter.
2. United States mail, trimonthly compensation of seventy-four dollars and two cents.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	What road mortgaged.			Amount of mortgage.	Security.
	From —	To —	Miles.		
Mortgage	Medford	Jacksonville	6	\$15,000 00	Entire road and equipment.

EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Total number of days worked.</i>	<i>Total yearly compensation.</i>	<i>Average daily compensation.</i>
General officers	365	\$ 360 00	\$ 0 98 '63
Enginemen	365	660 00	1 80 '82
Firemen	365	420 00	1 15 '06
Conductors	365	660 00	1 80 '82
Total (including general officers)	1,460	\$ 2,100 00	\$ 5 75 '33
Total (excluding general officers)	1,095	\$ 1,740 00	\$ 4 76 '70
Distribution of above—			
General administration	365	\$ 360 00	\$ 0 98 '63
Conducting transportation	1,095	1,740 00	4 76 '70
Total (including general officers)	1,460	\$ 2,100 00	\$ 5 75 '33
Total (excluding general officers)	1,095	\$ 1,740 00	\$ 4 76 '70

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

<i>Item.</i>	<i>Tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Revenue and rates.</i>
Passenger traffic—		
Number of passengers carried earning revenue	9,406	\$ ———
Number of passengers carried one mile	1,567 $\frac{3}{4}$	———
Average distance carried	6	———
Total passenger revenue		2,788 46
Average amount received from each passenger		2906
Total passenger earnings		3,347 56
Passenger earnings per mile of road		557 92 $\frac{3}{4}$
Freight traffic—		
Number of tons carried of freight earning revenue	548	\$ ———
Number of tons carried one mile	91 $\frac{1}{2}$	———
Average distance haul of one ton	6	———
Total freight revenue		838 16
Average amount received for each ton of freight		1 5294
Total freight earnings		838 16
Freight earnings per mile of road		139 6933
Passenger and freight—		
Passenger and freight revenue		\$ 3,626 62
Passenger and freight revenue per mile of road		604 43 $\frac{3}{4}$
Passenger and freight earnings		4,185 72
Passenger and freight earnings per mile of road		697 62
Gross earnings from operation		4,185 72
Gross earnings from operation per mile of road		697 62
Expenses		3,296 41
Expenses per mile of road		549 40
Train mileage—		
Miles run by passenger trains	13,140	\$ ———
Total mileage trains earning revenue	13,140	\$ ———

NOTE.—The freight consists for the main part of small packages turned over by the Southern Pacific Railroad Company, and similar freight originating on this road, no record being kept other than the number of pounds going east and west.

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	Equipped with train brake.	
		Number.	Kind.
Locomotives—			
Passenger	1	1	Westinghouse.
Total locomotives	1	1	
Cars in passenger service—			
Combination passenger cars	1	1	Westinghouse.
Total	1	1	
Cars in freight service—			
Box cars	1	1	Westinghouse.
Flat cars	1	1	Westinghouse.
Total	2	2	
Grand total cars	3	3	

MILEAGE.

MILEAGE OF ROAD OPERATED AND OWNED.

Line in use.	Line represented by capital stock.		Total mileage operated.	Rails.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track	6		6		6

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood.		Miles run.
	Hard.	Soft.	
Passenger		Cords, 180	13,140
Average cost at distributing point		\$ 2 90	

ACCIDENTS TO PERSONS.

Kind of accident.	Trespassing.	
	Killed.	Injured.
Train accident		1

NOTE.—A tramp injured while attempting to get on breakbeam; two toes cut off.

CHARACTERISTICS OF ROAD.

Working divisions or branches.			Alignment.			Profile — sum of ascending grades.
From —	To —	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	
Medford.....	Jacksonville	6	10	50	550	160

TRESTLES.

Item.	Number.
Trestles.....	4

Gauge of track — Four feet eight inches; six miles.

CAR MILEAGE.

Individuals, coöperative fast freight lines, and stock companies, to which the company pays mileage for the use of cars.

Southern Pacific Company, fifty cents per day.

OATH.

STATE OF OREGON, }
County of Multnomah. } ss.

We, the undersigned, Wm. Honeyman, president, and W. A. Buchanan, secretary and treasurer of the Rogue River Valley Railway Company, on our oath do say that the foregoing return has been prepared under my direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WM. HONEYMAN,
President.
W. A. BUCHANAN,
Secretary and treasurer.

Subscribed and sworn to before me this seventeenth day of October, eighteen hundred and ninety-five.

ERNEST B. BAKER,
Notary Public in and for State of Oregon.

ANNUAL REPORT

OF THE

SEASHORE ROAD COMPANY.

For the year ending June 30, 1895.

HISTORY.

1. Name of common carrier making this report? Seashore Road Company.
2. Date of organization? May seventeenth, eighteen hundred and ninety-three.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Oregon.

ORGANIZATION.

Names of directors.	Postoffice address.
D. K. Warren.....	Warrenton, Oregon.
F. R. Strong.....	Portland, Oregon.
C. W. Fulton.....	Astoria, Oregon.
J. Q. A. Bowlby.....	Astoria, Oregon.
G. C. Fulton.....	Astoria, Oregon.

Total number of stockholders at date of last election? Eight.

Date of last meeting of stockholders for election of directors? June twenty-ninth, eighteen hundred and ninety-five.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, F. R. Strong; title, secretary; address, Portland, Oregon.

Give postoffice address of general office. D. K. Warren, president, Warrenton, Clatsop county, Oregon.

Give postoffice address of operating office. Warrenton, Clatsop county, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
President.....	D. K. Warren.....	Warrenton, Oregon.
Secretary.....	F. R. Strong.....	Portland, Oregon.

PROPERTY OPERATED.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>	<i>Miles of line for each class of roads named.</i>
	<i>From—</i>	<i>To—</i>		
Seashore Road.....	Youngs Bay.....	Seaside.....	16.03	16.03
Total.....			16.03	16.03

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount is- sued and outstanding.</i>
Capital stock — Common.....	1,750	\$ 100 00	\$ 175,000 00	\$ 89,000 00
Total.....	1,750	\$ 100 00	\$ 175,000 00	\$ 89,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
Mortgage bonds	July, 1893	Sept., 1898	\$ 48,600 00	\$ 48,600 00	\$ 48,600 00
Total			\$ 48,600 00	\$ 48,600 00	\$ 48,600 00

FUNDED DEBT—CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Cash realized on amount issued.	Interest.		
		Rate.	When payable.	Amount accrued during year.
Mortgage bonds	\$ 48,600 00	7%	Sept. and Mar.	\$ 8,402 00
Total	\$ 48,600 00	7%		\$ 8,402 00

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 48,600 00	\$ 48,600 00	\$ 3,402 00	\$ 3,402 00
Total.....	\$ 48,600 00	\$ 48,600 00	\$ 3,402 00	\$ 3,402 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1895.	Cost per mile.
Construction and equipment	\$ 187,600 00	\$ 8,583 90
Total cost of construction and equipment.....	\$ 187,600 00	\$ 8,583 90

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation	\$ 6,758 23	\$
Less operating expenses	4,025 82	.....
Income from operation.....	\$	2,732 41
Total income.....	\$	2,732 41
Deductions from income—		
Interest on funded debt accrued.....	.....	\$ 3,402 00
Deficit .....	.....	\$ 669 59

EARNINGS FROM OPERATION.

Item.	Total receipts.	Actual earnings.
Total passenger earnings.....	\$ 5,451 36	\$ 5,451 36
Total freight earnings.....	1,306 87	1,306 87
Total passenger and freight earnings.....	\$	\$ 6,758 23

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
Mortgage bonds	July, 1893	Sept., 1898	\$ 48,600 00	\$ 48,600 00	\$ 48,600 00
Total			\$ 48,600 00	\$ 48,600 00	\$ 48,600 00

FUNDED DEBT—CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Cash realized on amount issued.	Interest.		
		Rate.	When payable.	Amount accrued during year.
Mortgage bonds	\$ 48,600 00	7%	Sept. and Mar.	\$ 3,402 00
Total	\$ 48,600 00	7%		\$ 3,402 00

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 48,600 00	\$ 48,600 00	\$ 3,402 00	\$ 3,402 00
Total.....	\$ 48,600 00	\$ 48,600 00	\$ 3,402 00	\$ 3,402 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1895.	Cost per mile.
Construction and equipment	\$ 137,600 00	\$ 8,583 90
Total cost of construction and equipment.....	\$ 137,600 00	\$ 8,583 90

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation	\$ 6,758 23	\$
Less operating expenses	4,025 82	
Income from operation.....	\$	2,732 41
Total income.....	\$	2,732 41
Deductions from income—		
Interest on funded debt accrued.....		\$ 3,402 00
Deficit		\$ 669 59

EARNINGS FROM OPERATION.

Item.	Total receipts.	Actual earnings.
Total passenger earnings.....	\$ 5,451 36	\$ 5,451 36
Total freight earnings.....	1,306 87	1,306 87
Total passenger and freight earnings.....	\$	\$ 6,758 23

OPERATING EXPENSES.

Item.	Total.
Maintenance of way and structures —	
Repairs of roadway	\$ 636 80
Renewals of ties	84 22
Repairs of bridges and culverts	59 56
Repairs of docks and wharves	60 00
Total	\$ 840 58
Maintenance of equipment —	
Repairs and renewals of locomotives	\$ 112 10
Repairs and renewals of passenger and freight cars	70 78
Total	\$ 182 88
Conducting transportation —	
Wages of enginemen, firemen, and roundhouse men	\$ 713 25
Fuel for locomotives	890 00
All other supplies for locomotives	22 65
Wages of other trainmen	490 00
Other expenses	139 07
Total	\$ 2,254 97
General expenses —	
Salaries of officers	\$ 400 00
Advertising	34 65
Legal expenses	22 00
Other general expenses	290 74
Total	\$ 747 39
Recapitulation of expenses —	
Maintenance of way and structures	\$ 840 58
Maintenance of equipment	182 88
Conducting transportation	2,254 97
General expenses	747 39
Grand total	\$ 4,025 82
Operating expenses —	
Maintenance of way and structures	\$ 840 58
Maintenance of equipment	182 88
Conducting transportation	2,254 97
General expenses	747 39
Total	\$ 4,025 82
Percentage of expenses to earnings	60%

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1885.			
	Item.		Total.
Assets —			
Cost of road and equipment	\$ 137,600 00	\$	137,600 00
Liabilities —			
Capital stock	\$ 89,000 00	\$	89,000 00
Funded debt	48,600 00		48,600 00
Grand total	\$ 137,600 00	\$	137,600 00

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	Equipment fitted with train brake.	
		Number.	Name.
Locomotives owned —			
Passenger, freight, and switching	1		
Total locomotives in service	1		
Total locomotives owned	1		
Cars owned and leased —			
In passenger service	10		Air brake on some.
In freight service —			
Box cars	2		Air brake.
Flat cars	12		
Total	14		
Total cars in service	24		

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

Line in use.	Line represented by capital stock.		Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.			Iron.	Steel.
					Pounds.	Pounds.
Miles of single track	15.58	.5	16.08		3.33	12.7

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Fir	329	\$ 0.25
Total	329	\$ 0.25

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood.		Miles run.
	Hard.	Soft.	
Passenger and freight		Cords.	
		336	8,680
Average cost at distributing point		\$ 2.64	

CHARACTERISTICS OF ROAD.

Working divisions or branches.			Alignment.			Profile.							
From —		To —	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Ascending grades.			Descending grades.		
								Number.	Sum of ascents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
			Miles.		Miles.	Miles.	Miles.		Feet.	Miles.		Feet.	Miles.
Youngs Bay	Seaside	15.53	19	2.95	12.58	483	26	77.28	5.40	24	87.83	4.47	
Total		15.53	19	2.95	12.58	483	26	77.28	5.40	24	87.83	4.47	

CHARACTERISTICS OF ROAD—CONCLUDED.

BRIDGES AND TRESTLES.

Item.	Number.	Aggregate length.	
		Fect.	In.
Bridges—			
Combination draw	1	74	00
Total	1	74	00
Trestles	16	7,957	00

Gauge of track—Four feet eight and one half inches; fifteen and fifty-three hundredths miles.

OATH.

STATE OF OREGON, }
County of Multnomah. } ss.

I, the undersigned, F. R. Strong, secretary, of the Seashore Road Company, on oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. R. STRONG,
Secretary.

Subscribed and sworn to before me this thirteenth day of April, eighteen hundred and ninety-six.

THOS. N. STRONG,
Notary Public for Oregon.

ANNUAL REPORT

OF THE

COOS BAY, ROSEBURG, AND EASTERN RAILROAD
AND NAVIGATION COMPANY.*For the year ending June 30, 1895.*

HISTORY.

1. Name of common carrier making this report? The Coos Bay, Roseburg, and Eastern Railroad and Navigation Company.
2. Date of organization? June ninth, eighteen hundred and ninety.
3. Under what laws of government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General laws of the state of Oregon.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

ORGANIZATION.

<i>Name of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
T. R. Sheridan	Roseburg, Oregon	August 21, 1895
J. W. Bennett	Marshfield, Oregon	August 21, 1895
F. N. McLean	Marshfield, Oregon	August 21, 1895
E. G. Flanagan	Marshfield, Oregon	August 21, 1895
O. G. Seeley	Marshfield, Oregon	August 21, 1895
R. A. Graham	Marshfield, Oregon	August 21, 1895
J. B. Hassett	Marshfield, Oregon	August 21, 1895

Total number of stockholders at date of last election? Seven.

Date of last meeting of stockholders for election of directors? January twenty-first, eighteen hundred and ninety-four.

Give postoffice address of general office? Marshfield, Oregon.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. B. Hassett; title, secretary; address, Marshfield, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	T. R. Sheridan	Roseburg, Oregon.
President	T. R. Sheridan	Roseburg, Oregon.
First vice-president	J. W. Bennett	Marshfield, Oregon.
Secretary and treasurer	J. B. Hassett	Marshfield, Oregon.
General solicitor	Myrick and Deering	San Francisco, California.
Attorney, or general counsel.....	John A. Gray	Marshfield, Oregon.
Auditor	J. B. Hassett	Marshfield, Oregon.
General manager	R. A. Graham	Marshfield, Oregon.
General superintendent	F. N. McLean	Marshfield, Oregon.
Traffic manager	J. B. Hassett	Marshfield, Oregon.

PROPERTY OPERATED.

Road in process of construction and not formally turned over by contractor to railroad company. R. A. Graham is name of contractor.

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount issued and outstanding.</i>
Capital stock —				
Common	20,000	\$ 100 00	\$ 2,000,000 00	\$ 2,000,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of Authorized issue.	Amount tested.	Amount outstanding.
	Date of issue.	When due.			
First mortgage.....	April 1, 1891	April 1, 1921	\$ 2,500,000 00	\$ 625,000 00	\$ 625,000 00
Total.....			\$ 2,500,000 00	\$ 625,000 00	\$ 625,000 00

FUNDED DEBT—CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	* Cash realized on amount issued.	Rate.	Interest.	
			When payable.	Amount paid during year.
First mortgage.....		6%	April 1, Oct. 1	\$ 37,500 00
Total.....			\$	\$ 37,500 00

* Bonds to contractor in payment for construction of railway.

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 625,000 00	\$ 625,000 00	\$ 37,500 00	\$
Total.....	\$ 625,000 00	\$ 625,000 00	\$ 37,500 00	\$

CURRENT LIABILITIES.

Current liabilities accrued to and including June 30, 1894.	Amount.
Matured interest coupons unpaid, including coupons due July 1.....	\$ 80,340 00

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	Amount per mile of line.	
			Miles.	Amount.
Capital stock.....	\$ 2,000,000 00	\$ 2,000,000 00	25	\$ 133,333 33
Bonds.....	625,000 00	625,000 00	25	25,000 00
Total.....	\$ 2,625,000 00	\$ 2,625,000 00	.....	\$ 158,333 33

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1894.	Total cost to June 30, 1895.	Cost per mile.
Construction.....	\$ 625,000 00	\$ 625,000 00	\$ 25,000 00
Equipment*	.....	.....	.....
Total cost construction, equipment, etc.....	\$ 625,000 00	\$ 625,000 00	\$ 25,000 00

* Equipment is property of contractor.

INCOME ACCOUNT.

	<i>Deductions from income.</i>	<i>Amount.</i>
Interest on funded debt accrued	\$	80,340 00
Deficit on June 30, 1894	\$	80,340 00

COMPARATIVE GENERAL BALANCE SHEET.

	<i>June 30, 1894.</i>		<i>June 30, 1895.</i>	
	<i>Item.</i>	<i>Total.</i>	<i>Increase.</i>	<i>Decrease.</i>
Assets —				
Cost of road	\$ 625,000 00	\$	\$	\$
Total	\$ 625,000 00	\$	\$	\$
Liabilities —				
Capital stock	\$	\$ 2,000,000 00	\$	\$
Funded debt	625,000 00	625,000 00	625,000 00	625,000 00
Current liabilities	80,340 00	80,340 00	37,500 00	37,500 00
Accrued interest, on funded debt debt, not yet payable	6,250 00	6,250 00	6,250 00	6,250 00
Grand total	\$	\$ 2,411,570 00	\$ 37,500 00	\$

IMPORTANT CHANGES DURING THE YEAR.

Spur, one and seventy-eight hundredths miles, built during year.

SECURITY FOR FUNDED DEBT.

<i>Class of bond or obligation.</i>	<i>What road mortgaged.</i>			<i>Amount of mortgage per mile of line.</i>
	<i>From —</i>	<i>To —</i>	<i>Miles.</i>	
First mortgage 30-year gold, 6%	Marshfield	Myrtle Point	25	\$ 25,000 00

DESCRIPTION OF EQUIPMENT.

(In hands of contractor.)

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.		Equipment fitted with automatic coupler.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased—						
Freight.....		1	1	Westinghouse		
Switching.....		1	1	Westinghouse		
Total locomotives owned.....		2	2			
Cars—owned and leased—						
In passenger service:						
Combination cars.....		1	1	Westinghouse	1	Janney.
Total.....		1	1		1	
In freight service:						
Box cars.....	1	2	2			
Flat cars.....		13	13			
Coal cars.....	6	6	6			
Other cars in freight service.....		12	12			
Total.....	7	33	33			
In company's service:						
Gravel cars.....		15	15			
Caboose cars.....	1	1	1			
Total cars owned.....	8	49	49	1 { Westinghouse	1	Janney.
				48 { Common		

MILEAGE.

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line represented by capital stock.			Total mileage owned.			R.R.	
	Main line.	Branches and spurs.					Iron.	Steel.
Oregon	25-67	2-97		28-64				Miles. 28-64
Total mileage operated (single track)	25-67	2-97		28-64				28-64

CHARACTERISTICS OF ROAD.

Working divisions or branches.			Alignment.		Profile.							
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Ascending grades.			Descending grades.		
							Number.	Sum of ascents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
Marshallfield	Myrtle Point	25-67	97	Miles. 8-95	Miles. 16-72	Miles. 11-74	29	23-85	8-76	25	20-80	5-17
Beaver Hill Junction	Beaver Hill	1-87	6	Miles. 1-59	Miles. 1-28	Miles. 1-87						
Total		27-54	103	9-54	18-00	13-61	29	23-85	8-76	25	20-80	5-17

CHARACTERISTICS OF ROAD—CONCLUDED.

BRIDGES AND TRESTLES.

<i>Item.</i>	<i>Number.</i>	<i>Aggregate length.</i>	<i>Minimum length.</i>	<i>Maximum length.</i>
		<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>
Bridges—				
Wooden -----	4	253	24	105
Total -----	4	253		
Trestles -----	40	14,965	16	1,824

Gauge of track—four feet eight and one half inches; twenty-eight and sixty-four hundredths miles.

OATH.

STATE OF OREGON, }
County of Coos. } ss.

We, the undersigned, T. R. Sheridan, president, and J. B. Hassett, treasurer, of the Coos Bay, Roseburg, and Eastern Railway and Navigation Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

T. R. SHERIDAN,
President.
J. B. HASSETT,
Treasurer.

Subscribed and sworn to before me this fifth day of September, eighteen hundred and ninety-five.

JOHN A. GRAY,
Notary Public for Oregon.

ANNUAL REPORT

OF THE

OREGON CENTRAL AND EASTERN RAILROAD COMPANY.

[FORMERLY OREGON PACIFIC RAILROAD.]

For the six months ending June 30, 1895.

[In December, eighteen hundred and ninety-four, the property of the Oregon Pacific and Willamette Valley and Coast Railroads was purchased by Bonner and Hammond at sheriff's sale, and immediately following the Oregon Central and Eastern Railroad Company was organized and took possession of the property and has since operated it. This report, therefore, shows only the business of the company from December thirty-first, eighteen hundred and ninety-four to June thirtieth, eighteen hundred and ninety-five.—COMMISSIONERS.]

HISTORY.

1. Name of common carrier making this report? Oregon Central and Eastern Railroad Company.
2. Date of organization? April twelfth, eighteen hundred and ninety-five.
3. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Reorganized from the Oregon Pacific Railroad Company and the Willamette Valley and Coast Railroad Company.

ORGANIZATION.

Name of directors.	Postoffice address.	Date of expiration of term.
A. B. Hammond	Missoula, Montana.....	April 21, 1896.
Edwin Stone	Corvallis, Oregon.....	April 21, 1896.
Charles Clark.....	Corvallis, Oregon.....	April 21, 1896.

Total number of stockholders at date of last election? Four.
 Date of last meeting of stockholders for election of directors? April twelfth, eighteen hundred and ninety-five.
 Give postoffice address of general office? Corvallis, Oregon.
 Give postoffice address of operating office? Corvallis, Oregon.
 Give name and address of officer to whom correspondence regarding this report should be addressed? Name, Edwin Stone; title, manager; address, Corvallis, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
President.....	A. B. Hammond.....	Missoula, Montana.
Vice-president.....	Edwin Stone.....	Corvallis, Oregon.
Secretary.....	Edwin Stone.....	Corvallis, Oregon.
Treasurer.....	Charles Clark.....	Corvallis, Oregon.
Attorney or general counsel.....	J. R. Bryson.....	
Auditor.....	John Adams.....	Corvallis, Oregon.
Manager.....	Edwin Stone.....	Corvallis, Oregon.
Division superintendent.....	Charles Clark.....	Corvallis, Oregon.

PROPERTY OPERATED.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>
	<i>From—</i>	<i>To—</i>	
Oregon Central and Eastern Railroad.....	Yaquina.....	Detroit.....	141.80
Total.....			141.80

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount issued and outstanding.</i>
Capital stock — Common.....	3,000	\$ 100 00	\$ 3,000,000 00	\$ 3,000,000 00
<i>Manner of payment for capital stock.</i>			<i>Number of shares issued during year.</i>	<i>Total number shares issued and outstanding.</i>
Issued for purchase of road from Messrs. Bonner and Hammond.....			30,000	30,000

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

<i>Account.</i>	<i>Total amount outstanding.</i>	<i>Amount per mile of road.</i>	
		<i>Miles.</i>	<i>Amount.</i>
Capital stock.....	\$ 3,000,000 00	141 80	\$ 21,126 76
Total.....	\$ 3,000,000 00	141 80	\$ 21,126 76

INCOME ACCOUNT.

	<i>Amount.</i>	<i>Amount.</i>
Gross earnings from operation.....	\$ 38,112 84	\$.....
Less operating expenses.....	50,237 92	.....
Deficit.....	\$.....	12,125 08

EARNINGS FROM OPERATION.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repay- ments, etc.</i>	<i>Actual earnings.</i>
Passenger —			
Passenger revenue.....	\$ 9,038 84	\$.....	\$.....
Total passenger revenue.....	\$ 9,038 84	.....	.....
Mail.....	4,455 56	.....	.....
Express.....	450 00	.....	.....
Extra baggage, storage, and telegraph.....	361 02	.....	.....
Other items.....	136 55	.....	.....
Total passenger earnings.....	.....	.....	\$ 14,441 97
Freight —			
Freight revenue.....	\$ 22,564 46	\$.....	\$.....
Less repayments —	.....	.....	.....
Overcharge to shippers.....	\$.....	48 59	.....
Total deductions.....	.....	\$ 48 59	.....
Total freight revenue.....	.....	\$.....	\$ 22,515 87
Total freight and passenger earnings.....	.....	.....	\$ 36,957 84
Other earnings from operation.....	.....	.....	1,155 00
Total gross earnings from operation.....	.....	.....	\$ 38,112 84

OPERATING EXPENSES—STATE OF OREGON.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway.....	\$ 8,567 56
Renewals of rails.....	105 00
Renewals of ties.....	3,000 16
Repairs of bridges and culverts.....	10,311 68
Repairs of fences, road crossings, signs, and cattle-guards.....	3 45
Repairs of buildings.....	54 89
Repairs of docks and wharves.....	41 13
Repairs of telegraph.....	45 87
Other expenses.....	7 40
Total.....	\$ 21,927 14
Maintenance of equipment—	
Superintendence.....	\$ 900 00
Repairs and renewals of locomotives.....	537 34
Repairs and renewals of passenger cars.....	424 92
Repairs and renewals of freight cars.....	917 74
Repairs and renewals of work cars.....	34 05
Shop machinery, tools, etc.....	84 31
Other expenses.....	100 93
Stationery and printing.....	7 97
Total.....	\$ 3,007 26
Conducting transportation—	
Superintendence.....	\$ 1,467 74
Wages of enginemen, firemen, and roundhouse men.....	4,083 85
Fuel for locomotives.....	2,535 91
Water supply for locomotives.....	39 40
All other supplies for locomotives.....	158 81
Wages of other trainmen.....	2,586 20
All other train supplies.....	284 57
Wages of switchmen, flagmen, and watchmen.....	13 26
Expense of telegraph, including train dispatchers and operators.....	2,041 05
Wages of station agents, clerks, and laborers.....	2,727 73
Station supplies.....	122 37
Loss and damage.....	68 85
Injuries to persons.....	105 95
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel, and supplies.....	928 33
Other expenses.....	235 60
Clearing wrecks.....	1,085 40
Stationery and printing.....	251 01
Totals.....	\$ 18,796 03
General expenses—	
Salaries of officers.....	\$ 5,134 25
Salaries of clerks.....	690 00
General office expenses and supplies.....	414 69
Legal expenses.....	207 94
Stationery and printing.....	57 75
Other general expenses.....	2 86
Total.....	\$ 6,507 49
Recapitulation of expenses—	
Maintenance of way and structures.....	\$ 21,927 14
Maintenance of equipment.....	3,007 26
Conducting transportation.....	18,796 03
General expenses.....	6,507 49
Grand total.....	\$ 50,237 92

REPORT OF RAILROAD COMMISSIONERS.

EMPLOYÉS AND SALARIES—STATE OF OREGON.

Class.	Number.	Total number of days worked.	Total compensation for six months.	Average daily compensation.
General officers (including receiver).....	4	727	\$ 5,850 00	\$ 8 05
Other officers.....	2	482	2,650 00	5 49
General office clerks.....	3	428	890 00	2 10
Other employes—				
Station agents.....	7	1,297	2,690 81	2 07
Other station men.....	9	903	1,533 76	1 70
Enginemen.....	4	570	2,188 77	3 84
Firemen.....	3	490	1,212 80	2 47
Conductors.....	4	473	1,620 10	3 43
Other train men.....	6	478	1,076 57	2 25
Machinists.....	3	57	187 52	3 20
Carpenters.....	23	1,608	4,761 49	2 96
Other shopmen.....	8	896	2,246 91	2 28
Section foremen.....	14	2,352	4,745 00	2 02
Other trackmen.....	46	3,274	8,313 61	1 01
Switchmen, flagmen, and watchmen.....	6	904	1,869 99	1 52
Telegraph operators and dispatchers.....	1	182	750 00	4 12
All other employes and laborers.....	15	1,146	2,082 80	1 77
Total, including general officers—Oregon.....	161	16,262	\$ 39,110 13	\$-----
Less general officers.....	4	727	5,850 00	\$-----
Total, excluding general officers—Oregon.....	157	15,535	\$ 33,260 13	\$-----
Distribution of above—				
General administration.....	9	1,632	\$ 9,390 00	\$-----
Maintenance of way and structures.....	99	8,390	14,852 90	-----
Maintenance of equipment.....	11	953	2,434 43	-----
Conducting transportation.....	42	5,297	12,432 80	-----
Total, including general officers—Oregon.....	161	16,262	\$ 39,110 13	\$-----
Less general officers.....	4	727	5,850 00	\$-----
Total, excluding general officers—Oregon.....	157	15,535	\$ 33,260 13	\$-----

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	10,284	\$-----
Number of passengers carried one mile.....	226,799.10	-----
Number of passengers carried one mile per mile of road.....	1,643.47	-----
Average distance carried.....	22.05	-----
Total passenger revenue.....		9,038.84
Average amount received from each passenger.....		87892
Average receipts per passenger per mile.....		03996
Total passenger earnings.....		14,441.97
Passenger earnings per mile of road.....		104.6520
Freight traffic—		
Number of tons carried of freight earning revenue.....	22,198	\$-----
Number of tons carried one mile.....	1,179,575.50	-----
Number of tons carried one mile per mile of road.....	825.51	-----
Average distance haul of one ton.....	52.73	-----
Total freight revenue.....		22,515.87
Average amount received for each ton of freight.....		1.01432
Average receipts per ton per mile.....		01924
Total freight earnings.....		22,515.87
Freight earnings per mile of road.....		163.1585
Passenger and freight—		
Passenger and freight revenue.....		\$ 31,554.71
Passenger and freight revenue per mile of road.....		228.6587
Passenger and freight earnings.....		36,957.84
Passenger and freight earnings per mile of road.....		267.8104
Gross earnings from operation.....		38,112.84
Gross earnings from operation per mile of road.....		276.18
Operating expenses.....		50,237.92
Operating expenses per mile of road.....		364.0429

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers.	Total freight tonnage.	
			Tons.	Per cent.
Products of agriculture—	Tons.	Tons.		
Grain	3,115.2	1,465.8	4,581.0	20.64
Flour	1,506.8	90.8	1,597.6	7.15
Hay	217.0	.7	217.7	.98
Fruit and vegetables	281.3	403.5	684.8	3.08
Hops	8.3		8.3	.04
Products of animals—				
Livestock	12.7		12.7	.06
Dressed meats	1.5		1.5	
Poultry, game, and fish	4.2		4.2	.02
Wool	2.9		2.9	.01
Hides and leather	2.3	.5	2.8	.01
Products of mines—				
Anthracite coal	1		1	
Bituminous coal				
Coke				
Ores				
Stone, sand, and other like articles	7,315.1		7,315.1	32.97
Products of forest—				
Lumber	2,336.9		2,336.9	10.54
Wood	2,016.7		2,016.7	9.09
Manufactures—				
Petroleum and other oils		1.4	1.4	
Iron and steel rails		48.7	48.7	.23
Other castings and machinery	22.0		22.0	.10
Cement, brick, and lime	10.7		10.7	.05
Wagons, carriages, tools, etc.	5.9		5.9	.03
Wines, liquors, and beers	15.0	1.0	16.0	.07
Household goods and furniture	6.5	13.4	19.9	.09
Miscellaneous—other commodities not mentioned above	1,561.3	1,730.2	3,291.5	14.84
Total tonnage	18,442.4	3,756.0	22,198.4	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	Equipment fitted with train brake.
		Number.
Locomotives — owned and leased —		
Passenger -----)	14	13
Freight -----)		
Switching -----)		
Total locomotives in service -----	14	13
Total locomotives owned -----	14	13
Cars — owned and leased —		
In passenger service —		
First class cars -----	5	
Combination cars -----	2	
Baggage, express, and postal cars -----	4	
Total -----	11	
In freight service —		
Box cars -----	248	
Flat cars -----	73	
Stock cars -----	1	
Total -----	322	
In company's service —		
Derrick cars -----	1	
Caboose cars -----	1	
Other road cars -----	1	
Total cars in service -----	336	

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.		Rails.	
	Main line.	Side tracks.	Iron.	Steel.
Miles of single track -----	141.80	13.00	5.00	149.80

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK)

State or territory.	Line represented by capital stock.		Rails.	
	Main line.	Side tracks.	Iron.	Steel.
Oregon -----	141.80	13.00	5.00	149.80

CHARACTERISTICS OF ROAD—CONCLUDED.

BRIDGES AND TRESTLES.

Item.	Number.	Aggregate	Minimum	Maximum
		length.	length.	length.
Bridges	284	Feet. 42,285	Feet. 6	Feet. 2,512
Tunnels	3	1,975	480	806

Gauge of track—Four feet eight and one half inches; one hundred and forty-one and thirty-one hundredths miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	Operated by this company.		Name of operating company.
		Miles of line.	Miles of wire.	
138	138	138	138	Oregon Central and Eastern Railroad Company.

OATH.

STATE OF OREGON, }
County of Benton. } ss.

I, the undersigned, Edwin Stone, manager of the Oregon Central and Eastern Railroad Company, on oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

EDWIN STONE,
Manager.

Subscribed and sworn to before me this eighth day of August, eighteen hundred and ninety-six.

J. FRED YATES,
Notary Public

ANNUAL REPORT

OF THE

OREGON AND CALIFORNIA RAILROAD COMPANY.

[SOUTHERN PACIFIC COMPANY, LESSEE.]

For the year ending June 30, 1896.

HISTORY.

1. Name of common carrier making this report? Oregon and California Railroad Company.

2. Date of organization? March seventeenth, eighteen hundred and seventy.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Oregon.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Oregon Central Railroad Company of Salem, incorporated April twenty-second, eighteen hundred and sixty-seven; Oregon Central Railroad Company, incorporated November twenty-first, eighteen hundred and sixty-six; Western Oregon Railroad Company, incorporated January twenty-seventh, eighteen hundred and seventy-nine; Albany and Lebanon Railroad Company, incorporated February twenty-eighth, eighteen hundred and eighty; Oregonian Railroad Company, incorporated April sixteenth, eighteen hundred and ninety; Portland and Yamhill Railroad Company, incorporated June thirteenth, eighteen hundred and ninety-two.

5. Date and authority for each consolidation? Oregon Central Railroad Company of Salem, consolidated March twenty-ninth, eighteen hundred and seventy; Oregon Central Railroad Company, consolidated September first, eighteen hundred and eighty; Western Oregon Railroad Company, consolidated October ninth, eighteen hundred and eighty; Albany and Lebanon Railroad Company, consolidated May sixth, eighteen hundred and eighty-one; Oregonian Railroad Company, consolidated December fourth, eighteen hundred and ninety; Portland and Yamhill Railroad Company, consolidated July twenty-second, eighteen hundred and ninety-three. Authority: General incorporation laws, state of Oregon; resolutions of board of directors and stockholders of each company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Reorganized under the old corporate name May twenty-fourth, eighteen hundred and eighty-one; the original capital stock was extinguished; first mortgage bonds were converted into preferred stock; unpaid interest into common stock.

7. What carrier operates the road of this company? Southern Pacific Company.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Thomas H. Hubbard	New York City, New York	April, 1897
C. P. Huntington	New York City, New York	April, 1897
H. S. Douty	San Francisco, California	April, 1897
Charles F. Crocker	San Francisco, California	April, 1897
H. E. Huntington	San Francisco, California	April, 1897
John McCracken	Portland, Oregon	April, 1897
L. R. Fields	Portland, Oregon	April, 1897
Donald Macleay	Portland, Oregon	April, 1897
R. Koehler	Portland, Oregon	April, 1897
W. W. Bretherton	Portland, Oregon	April, 1897
George H. Andrews	Portland, Oregon	April, 1897

Total number of stockholders at date of last election? Twenty-one (21).

Date of last meeting of stockholders for election of directors? April fourteenth, eighteen hundred and ninety-six.

Postoffice address of general office: Portland, Oregon.

Postoffice address of operating office: San Francisco, California.

Name and address of officer to whom correspondence regarding this report should be addressed: Name, George H. Andrews; title, secretary; address, Portland, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board	President, or in his absence vice-president or second vice-president	
President	Thomas H. Hubbard	New York City, New York
First vice-president	C. P. Huntington	New York City, New York
Second vice-president	R. Koehler	Portland, Oregon
Secretary	George H. Andrews	Portland, Oregon
Treasurer	N. T. Smith	San Francisco, California
Comptroller	William Mahl	New York City, New York
Assistant comptroller	E. C. Wright	San Francisco, California
General manager	J. Kruttschmitt	San Francisco, California
Manager	R. Koehler	Portland, Oregon
Chief engineer	William Hood	San Francisco, California
Superintendent	L. R. Fields	Portland, Oregon
Traffic manager	Richard Gray	San Francisco, California
General freight agent	C. F. Smurr	San Francisco, California
Assistant general freight agent	E. P. Rogers	Portland, Oregon
General passenger agent	T. H. Goodman	San Francisco, California
Assistant general passenger agent	E. P. Rogers	Portland, Oregon
Land commissioner	William H. Mills	San Francisco, California

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account.

Name.	Terminals.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Oregon and California Railroad Company	Portland	California state line.	Southern Pacific Company	Lease	366.61
Oregon and California Railroad Company	Albany Junction.	Lebanon	Southern Pacific Company	Lease	11.50
Oregon and California Railroad Company	Woodburn	Natron	Southern Pacific Company	Lease	92.96
Oregon and California Railroad Company	Portland	Corvallis	Southern Pacific Company	Lease	96.52
Oregon and California Railroad Company	Portland	Airline	Southern Pacific Company	Lease	79.27
Oregon and California Railroad Company	Sheridan Junction.	Sheridan	Southern Pacific Company	Lease	7.18
Northern Pacific Terminal Company	Leased the trackage through terminal grounds in Portland, Oregon		Southern Pacific Company	Lease	1.72
Total mileage					655.76

The property of this company is leased to the Southern Pacific Company for thirty-four years from August first, eighteen hundred and ninety-three, at an annual rental of five thousand dollars. The lessee company is to operate the railroads of the lessor company, and out of the earnings and income derived therefrom pay the cost of operating said railroads, incidental expenses, taxes, insurance, damages to persons and property, expenses of repairing, maintaining, improving, adding to, and keeping up said railroads, and repairing and maintaining rolling stock and equipment; and after these payments and deductions the lessee shall apply the residue of the amount of net income and earnings to the payment of interest and sinking fund contributions of the bonded indebtedness of the lessor company now existing or that may be hereafter created. Accountings under the lease shall be made on the first of May, each year. If the balance of net earnings payable to the lessor by the lessee for any year shall exceed seven per cent. per annum on the par value of the then existing preferred stock, and six per cent. per annum on the par value of the then existing common stock, then and in that event the lessee company shall be entitled to and shall retain for its own use all such excess. If the net earnings or income are insufficient for the payment of the current interest of the bonded indebtedness of the lessor company, it shall be optional with the lessee company whether it advances such deficiency or not. The lessee company has the right to reimburse itself for any advances or deficiencies out of subsequent earnings, with interest at six per cent. per annum, and the lessee company, for advances or deficiencies, shall have a lien upon the premises of the lessor company and the income thereof until it shall be reimbursed. The lessee company will guarantee the payment of the principal and interest of all bonds now issued or that may be hereafter issued under mortgage from the lessor company to the Union Trust Company of New York, dated July first, eighteen hundred and eighty seven. The lease may be modified or changed by agreement of both companies.

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount issued and outstanding.</i>
Capital stock —				
Common	70,000	\$ 100 00	\$ 7,000,000 00	\$ 7,000,000 00
Preferred	120,000	100 00	12,000,000 00	12,000,000 00
Total	190,000	\$ 100 00	\$19,000,000 00	\$ 19,000,000 00

<i>Manner of payment for capital stock.</i>	<i>Total number shares issued and outstanding.</i>	<i>Total cash realized.</i>
Issued for reorganization —		
Common	70,000	\$ 7,000,000 00
Preferred	120,000	12,000,000 00
Total	190,000	\$ 19,000,000 00

REMARKS.— Reorganization was effected in May, eighteen hundred and eighty-one, when bondholders became stockholders upon surrender of bonds. Common stock was issued for unpaid interest; preferred stock was issued for bond principal.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of Authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
First mortgage five per cent. coupon bonds.	July 1, 1887	July 1, 1907	\$20,000,000 00	\$19,625,000 00	\$ 19,625,000 00
Total			\$20,000,000 00	\$19,625,000 00	\$ 19,625,000 00

FUNDED DEBT—CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	* Cash realized on amount issued.	Rate.	When payable.	Interest.	
				Amount accrued during year.	Amount paid during year.
First mortgage five per cent coupon bonds.		5%	Jan. and July	\$ 942,100 00	\$ 939,625 00
Total				\$ 942,100 00	\$ 939,625 00

* Issued in exchange for old bonds and new property acquired.

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$19,625,000 00	\$19,625,000 00	\$ 942,100 00	\$ 939,625 00
Total.....	\$19,625,000 00	\$19,625,000 00	\$ 942,100 00	\$ 939,625 00

CURRENT ASSETS AND LIABILITIES.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1896.	
Bills receivable.....	\$ 705 73	Audited vouchers and accounts.....	\$ 1,734,166 82
Due from solvent companies and individuals.....	8,660 98	Dividends not called for.....	2,045 73
Total — cash and current assets.....	\$ 9,367 71	Total — current liabilities.....	\$ 1,736,212 55
Balance — current liabilities.....	1,725,844 84		
Total.....	\$ 1,736,212 55		

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of line.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock -----	\$19,000,000 00	\$19,000,000 00	\$	654 04	\$ 29,050 21
Bonds -----	19,625,000 00	19,625,000 00		654 04	30,005 01
Total -----	\$38,625,000 00	\$38,625,000 00	\$	654 04	\$ 59,055 02

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Total.	Amount per mile of line.	
				Miles.	Amount.
Oregon and California Railroad Company -----	\$19,000,000 00	\$19,625,000 00	\$38,625,000 00	654 04	\$ 59,055 02
Total -----	\$19,000,000 00	\$19,625,000 00	\$38,625,000 00	654 04	\$ 59,055 02

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1896.	Total cost to June 30, 1896.	Cost per mile.
	* Included in operating expenses.	Not included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.		
Construction —						
Right of way	\$	\$		\$ 20 75	\$	
Other real estate				411 10		
Fences				13,680 86		
Grading and bridge and culvert masonry				1,316 38		
Bridges and trestles				5,107 13		
Other superstructure				1,990 76		
Buildings, furniture, and fixtures				3,810 06		
Shop machinery and tools				327 64		
Sticks and yard extensions				6,399 51		
Road built by contract				99,373 84		
Other items				8,883 45		
Total construction	\$	\$		\$ 141,331 48	\$	
Equipment —						
Freight cars	\$	\$		\$ Cr. 7,700 00	\$	
Total equipment	\$	\$		\$ Cr. 7,700 00	\$	
Total cost construction, equipment, etc., state of Oregon	\$	\$		\$ 133,631 48	\$36,375,844 26	\$ 55,465 22

* Reported by Southern Pacific Company, lessee.
 ° Owing to consolidation and reorganization, it is impossible to give detail.

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation.....	\$ 1,564,322 78	\$.....
Less operating expenses.....	1,326,392 98	
Income from operation.....	\$.....	237,929 80
Total income.....		\$ 237,929 80
Deductions from income—		
Interest on funded debt accrued.....	\$ 942,100 00	\$.....
Taxes.....	61,858 49	
Total deductions from income.....	\$.....	1,003,958 49
Deficit.....		\$ 766,028 69
Deficit from operations of year ending June 30, 1896.....		\$ 766,028 69

INCOME ACCOUNT.

	Amount.	Amount.
Income from lease of road.....	\$.....	\$ 151,288 77
Miscellaneous income—less expenses.....	45,970 95	
Income from other sources.....	\$.....	45,970 95
Total income.....		\$ 197,259 72
Deductions from income—		
Interest on funded debt accrued.....	\$ 942,100 00	\$.....
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	40,661 11	
Other deductions*.....	125,807 08	
Total deductions from income.....	\$.....	1,108,568 19
Deficit.....		\$ 911,308 47
Deficit from operations of year ending June 30, 1896.....	\$.....	\$ 911,308 47
Deficit on June 30, 1895.....		1,953,691 23
		\$ 2,864,999 70
Additions for year†.....		93,811 14
Deficit on June 30, 1895.....		\$ 2,771,188 56

* Land department expenses, one hundred and twenty-one thousand four hundred and twenty-three dollars and twenty-one cents; sundry expenses, four thousand three hundred and eighty-three dollars and eighty-seven cents; total, one hundred and twenty-five thousand eight hundred and seven dollars and eight cents.

† Transferred to income for redemption of bonds, ninety-three thousand eight hundred and eleven dollars and fourteen cents.

EARNINGS FROM OPERATION.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repay- ments, etc.</i>	<i>Actual earnings.</i>
Passenger —			
Passenger revenue.....	\$ 666,343 16	\$ -----	\$ -----
Less repayments —			
Tickets redeemed.....	\$ -----	3,352 92	-----
Excess fares refunded.....		2,018 84	-----
Total deductions.....		\$ 5,370 76	-----
Total passenger revenue.....		\$ -----	660,972 40
Mail.....			107,619 15
Express.....			28,453 51
Extra baggage, storage, and telegraph.....			14,187 99
Other items.....			15,651 23
Total passenger earnings.....			\$ 826,884 28
Freight —			
Freight revenue.....	\$ 727,499 62	\$ -----	\$ -----
Less repayments —			
Overcharge to shippers.....	\$ -----	2,270 00	-----
Other repayments.....		8,813 44	-----
Total deductions.....		\$ 11,083 44	-----
Total freight earnings.....		\$ -----	716,416 18
Total passenger freight and earnings.....			\$ 1,543,300 46
Other earnings from operation —			
Car mileage, balance.....	\$ -----	\$ -----	\$ 9,319 66
Switching charges, balance.....			743 48
Rents not otherwise provided for.....			2,773 00
Other sources.....			8,816 18
Total other earnings.....			\$ 21,022 32
Total gross earnings from operation, Oregon.....			\$ 1,564,322 78
Total gross earnings from operation, entire line.....			\$ 1,564,322 78

BONDS OWNED.

RAILWAY BONDS.

<i>Name.</i>	<i>Total par value.</i>	<i>Rate.</i>	<i>Valuation.</i>
Oregon and California Railroad Company —			
First mortgage bonds	\$ 783,000 00	5%	\$ 783,000 00
Total	\$ 783,000 00	-----	\$ 783,000 00

MISCELLANEOUS INCOME.

<i>Item.</i>	<i>Gross income.</i>	<i>Net miscellaneous income.</i>
Land sales —		
Not subject to mortgage	\$ 2,109 30	\$ 2,109 30
Subject to mortgage	25,872 66	25,872 66
Interest on contracts, time sales	12,377 19	12,877 19
Interest on bills receivable, etc.	371 47	371 47
Sales of town lots, etc.	240 33	240 33
Rental under lease with Southern Pacific Company	5,000 00	5,000 00
Total	\$ 45,970 95	45,970 95

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway	\$ 191,574 44
Renewals of rails	27,129 76
Renewals of ties	78,161 73
Repairs and renewals of bridges and culverts	97,863 44
Repairs and renewals of fences, road crossings, signs, and cattle-guards	14,026 67
Repairs and renewals of buildings and fixtures	26,781 32
Repairs and renewals of docks and wharves	635 92
Repairs and renewals of telegraph	57 04
Stationery and printing	161 69
Other expenses	24,929 04
Total	\$ 460,794 05
Maintenance of equipment—	
Superintendence	\$ 10,527 27
Repairs and renewals of locomotives	56,182 29
Repairs and renewals of passenger cars	56,836 44
Repairs and renewals of freight cars	40,349 29
Repairs and renewals of work cars	4,474 79
Repairs and renewals of marine equipment	909 47
Repairs and renewals of shop machinery and tools	990 37
Stationery and printing	53 91
Other expenses	4,770 19
Total	\$ 175,094 02
Conducting transportation—	
Superintendence	\$ 21,546 65
Engine and roundhouse men	105,090 20
Fuel for locomotives	119,431 74
Water supply for locomotives	8,091 02
Oil, tallow, and waste for locomotives	1,784 36
Other supplies for locomotives	2,182 81
Train service	95,987 42
Train supplies and expenses	8,660 89
Switchmen, flagmen, and watchmen	6,556 35
Telegraph expenses	35,485 68
Station service	110,030 63
Station supplies	4,522 15
Car mileage, balance	12,524 58
Hire of equipment	1,653 93
Loss and damage	7,354 49
Injuries to persons	756 38
Clearing wrecks	821 58
Advertising	7,116 25
Outside agencies	8,583 83
Commissions	225 33
Rents for tracks, yards and terminals	54,915 60
Rents of buildings and other property	2,051 12
Stationery and printing	4,985 82
Other expenses	27,872 46
Totals	\$ 648,231 27
General expenses—	
Salaries of general officers	\$ 7,989 93
Salaries of clerks and attendants	17,525 87
General office expenses and supplies	2,575 80
Law expenses	11,868 22
Stationery and printing (general offices)	289 15
Other expenses	2,024 67
Total	\$ 42,273 64
Recapitulation of expenses—	
Maintenance of way and structures	\$ 460,794 05
Maintenance of equipment	175,094 02
Conducting transportation	648,231 27
General expenses	42,273 64
Grand total	\$ 1,326,392 98

RENTALS PAID.

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks—				
Willamette river bridge	Portland, Oregon	Union Pacific Railway Company	\$ 10,000 00	\$ 10,000 00
Total			\$	10,000 00
Yards—				
Shop facilities	Sacramento, California	Central Pacific Railroad Company	\$ 5,016 00	\$ 5,016 00
Total			\$	5,016 00
Terminals —				
Ground	Portland, Oregon	Northern Pacific Terminal Company	\$ 39,899 60	\$ 39,899 60
Total			\$	39,899 60
Grand total rents				\$ 54,915 60

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.		June 30, 1896.			Year ending June 30, 1896.	
Item.	Total.	Item.	Total.		Increase.	Decrease.
Assets —						
{ Cost of road	\$36,242,212 78	{ Cost of road	\$36,375,844 26		\$ 133,631 48	\$
{ Cost of equipment	783,000 00	{ Cost of equipment	783,000 00			
Bonds owned	87,089 10	Bonds owned	87,631 37		542 27	
Real estate		Real estate				
Lands owned		Lands owned				
Lands granted by the United States, not taken up in account.	18,110 80	Lands granted by the United States, not taken up in account.				
Cash and current assets.		Cash and current assets.	9,367 71			8,743 19
Other assets —		Other assets —				
Sinking fund	52,838 46	Sinking fund	52,838 46			
Sundries	700,064 64	Sundries	700,771 26		706 62	
Profit and loss.		Profit and loss.	2,771,188 56		817,497 83	
Grand total	\$39,787,007 01	Grand total	\$40,730,641 62		\$ 943,634 61	\$
Liabilities —						
Capital stock	\$19,000,000 00	Capital stock	\$19,000,000 00		\$	\$
Funded debt	19,623,000 00	Funded debt	19,623,000 00			
Current liabilities	698,766 80	Current liabilities	1,736,212 63		1,037,445 75	
Income for redemption of bonds	463,240 21	Income for redemption of bonds	366,429 07			96,811 14
Grand total	\$39,787,007 01	Grand total	\$40,730,641 62		\$ 943,634 61	\$

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF OREGON.

A concise statement of all existing contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with Wells, Fargo and Company provides that the railroad company shall transport express matter, and payment shall be made for such services at agreed rates.

2. Rates are fixed by the government and are subject to the terms of act of congress granting aid for the construction of the road. 3. The cars are operated by the Pullman Palace Car Company, which owns an interest in the cars. The net profit or loss from their operation is divided in proportion to the interest owned by each company.

4, 5, and 6. These contracts principally apply to interstate traffic.

7. Telegraph lines are operated jointly with the Western Union Telegraph Company under contract entered into for their operation. 8. This company received aid in its construction from the United States and is subject by the acts granting such aid to certain restrictions and conditions regarding the transportation of freight, passengers, and mails. These acts of congress constitute contracts between the railroad and the United States.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	What road mortgaged.			* Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds.	Portland	California state line	366.61	\$	All equipment.
First mortgage bonds.	Albany Junction.	Lebanon	11.50		
First mortgage bonds.	Woodburn	Natron	92.96		
First mortgage bonds.	Portland	Corvallis	96.52		
First mortgage bonds.	Portland	Airline	79.27		
First mortgage bonds.	Sheridan Junction.	Sheridan.	7.18		

* The mortgage covers the railroad and equipment and telegraph lines, also lands granted by the United States.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	6	315	\$ 3,000 00	\$ 9 58
General office clerks	25	7,625	27,733 08	3 54
Station agents, including agents who are also telegraph operators	99	30,987	55,627 08	1 80
Other station men, including men who are also telegraph operators	71	23,223	49,047 00	2 21
Engine-men	43	13,659	69,474 48	4 42
Firemen	48	15,024	85,396 78	2 36
Conductors	30	9,390	37,808 04	4 03
Other trainmen	65	20,345	61,272 24	3 01
Machinists	15	4,695	15,939 00	3 39
Carpenters, shop	15	4,695	14,245 20	3 03
Other shopmen	88	27,544	72,621 12	2 64
Section foremen	85	26,605	62,656 44	2 36
Other trackmen	342	107,046	145,284 20	1 36
Switchmen, flagmen, and watchmen	6	1,878	4,326 00	2 30
Telegraph operators and dispatchers, excluding men as shown above	23	7,199	20,496 00	2 85
All other employes and laborers	68	21,284	59,096 28	2 78
Carpenters, maintenance of way	84	26,292	76,734 00	2 92
Total, including general officers	1,113	346,806	\$ 800,736 94	\$ 2 30
Less general officers	6	315	3,000 00	9 58
Total, excluding general officers	1,107	346,491	\$ 797,736 94	\$ 2 30
Distribution of above —				
General administration	32	10,016	\$ 58,533 00	\$ 5 84
Maintenance of way and structures	579	181,227	343,750 92	1 89
Maintenance of equipment	118	38,934	102,805 32	2 78
Conducting transportation	385	120,505	323,447 62	2 68
Total, including general officers	1,113	346,806	\$ 800,736 94	\$ 2 30

**PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF OREGON.**

<i>Item.</i>	<i>Tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Revenue and rates.</i>
Passenger traffic—		
Number of passengers carried earning revenue.....	474, 088	\$ -----
Number of passengers carried one mile.....	29, 246, 824	-----
Number of passengers carried one mile per mile of road.....	44, 600	-----
Average distance carried.....	61.69	-----
Total passenger revenue.....		660, 972 40
Average amount received from each passenger.....		1 38575
Average receipts per passenger per mile.....		02260
Total passenger earnings.....		826, 884 28
Passenger earnings per mile of road.....		1, 260 96
Passenger earnings per train mile.....		1 09835
Freight traffic—		
Number or tons carried of freight earning revenue.....	399, 915	\$ -----
Number of tons carried one mile.....	50, 853, 816	-----
Number of tons carried one mile per mile of road.....	77, 549	-----
Average distance haul of one ton.....	127, 162	-----
Total freight revenue.....		716, 416 18
Average amount received for each ton of freight.....		1 79142
Average receipts per ton per mile.....		01488
Total freight earnings.....		716, 416 18
Freight earnings per mile of road.....		1, 092 50
Freight earnings per train mile.....		1 38312
Passenger and freight—		
Passenger and freight revenue.....		\$ 1, 377, 388 58
Passenger and freight revenue per mile of road.....		2, 100 45
Passenger and freight earnings.....		1, 543, 900 46
Passenger and freight earnings per mile of road.....		2, 353 45
Gross earnings from operation.....		1, 564, 322 78
Gross earnings from operation per mile of road.....		2, 385 51
Gross earnings from operation per train mile.....		1 23096
Operating expenses.....		1, 326, 392 36
Operating expenses per mile of road.....		2, 022 68
Operating expenses per train mile.....		1 04374
Income from operation.....		237, 929 80
Income from operation per mile of road.....		362 83
Train mileage—		
Miles run by passenger trains.....	728, 033	\$ -----
Miles run by freight trains.....	443, 555	-----
Miles run by mixed trains.....	99, 223	-----
Total mileage trains earning revenue.....	1, 270, 811	\$ -----
Miles run by switching trains.....	70, 788	-----
Miles run by construction and other trains.....	97, 931	-----
Grand total train mileage.....	1, 439, 530	\$ -----
Mileage of loaded freight cars—north or east.....	1, 673, 123	\$ -----
Mileage of loaded freight cars—south or west.....	2, 938, 739	-----
Mileage of empty freight cars—north or east.....	1, 702, 906	-----
Mileage of empty freight cars—south or west.....	417, 025	-----
Average number of freight cars in train.....	12.99	-----
Average number of loaded cars in train.....	8.90	-----
Average number of empty cars in train.....	4.09	-----
Average number of tons of freight in train.....	83.169	-----
Average number of tons of freight in each loaded car.....	9.345	-----

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
ENTIRE LINE.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue	246,103	\$
Number of passengers carried one mile	23,400,539	
Number of passengers carried one mile per mile of road	22,090	
Average distance carried	94.68	
Total passenger revenue		703,057 26
Average amount received from each passenger		2 92860
Average receipts per passenger per mile		02857
Total passenger earnings		965,771 38
Passenger earnings per mile of road		911 66
Passenger earnings per train mile		1 52046
Freight traffic—		
Number of tons carried of freight earning revenue	736,886	\$
Number of tons carried one mile	164,958,980	
Number of tons carried one mile per mile of road	155,717	
Average distance haul of one ton	223.85	
Total freight revenue		2,771,571 63
Average amount received for each ton of freight		3 76119
Average receipts per ton per mile		01680
Total freight earnings		2,771,571 63
Freight earnings per mile of road		2,616 29
Freight earnings per train mile		2 91769
Passenger and freight—		
Passenger and freight revenue		\$ 3,474,628 89
Passenger and freight revenue per mile of road		3,279 96
Passenger and freight earnings		8,737,343 01
Passenger and freight earnings per mile of road		3,527 96
Gross earnings from operation		3,752,943 81
Gross earnings from operation per mile of road		8,542 69
Gross earnings from operation per train mile		2 38765
Operating expenses		2,695,980 14
Operating expenses per mile of road		2,544 94
Operating expenses per train mile		1 70084
Income from operation		1,056,963 67
Income from operation per mile of road		997 75
Train mileage—		
Miles run by passenger trains	579,346	\$
Miles run by freight trains	782,411	
Miles run by mixed trains	223,344	
Total mileage trains earning revenue	1,585,091	\$
Miles run by switching trains	255,382	
Miles run by construction and other trains	175,549	
Grand total train mileage	2,016,022	\$
Mileage of loaded freight cars—north or east	7,040,552	\$
Mileage of loaded freight cars—south or west	7,286,457	
Mileage of empty freight cars—north or east	2,672,481	
Mileage of empty freight cars—south or west	2,403,634	
Average number of freight cars in train	19	
Average number of loaded cars in train	14	
Average number of empty cars in train	5	
Average number of tons of freight in train	164.06	
Average number of tons of freight in each loaded car	12.38	

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.		Equipment fitted with automatic coupler.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased—						
Passenger		56	56	Westinghouse		
Freight		1	1	Westinghouse		
Switching						
Total locomotives in service		57	57	Westinghouse		
Total locomotives owned		57	57	Westinghouse		
Cars—owned and leased—						
In passenger service:						
First-class cars	In Dec., 4	40	37	Westinghouse	40	Miller.
Second-class cars		2	2	Westinghouse	2	Miller.
Combination cars		3	3	Westinghouse	3	Miller.
Sleeping cars		6	6	Westinghouse	6	Miller.
Baggage, express, and postal cars	In Dec., 1	23	23	Westinghouse	23	Miller.
Total	In Dec., 5	74	71	Westinghouse	74	Miller.
In freight service:						
Box cars*	In Dec., 2	640	173	Westinghouse	22	Miller.
Flat cars	In Dec., 2	383	119	Westinghouse	100	California coupler.
Stock cars		21	16	Westinghouse	27	California coupler.
Total	In Dec., 4	1,044	308	Westinghouse	22	Miller.
In company's service—					127	California coupler.
Gravel cars		20				
Caboose cars		16				
Other road cars†		4	1	Westinghouse	1	Miller.
Total		40	1	Westinghouse	1	Miller.
Total cars in service		1,158		Westinghouse		
Total cars owned	In Dec., 9	1,158	380	Westinghouse		

* Includes five hundred and thirty box, eighty combination, eight furniture, and twenty-two fruit cars.

† Includes one derrick tender, one station car, and two pile drivers.

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line of proprietary companies.	Line operated under lease.	Total mileage operated.	New line constructed during year.	Rails.	
					Iron.	Steel.
Miles of single track.....	654-04	1-72	655-76	-----	Miles. 21-82	683-94
Miles of yard track and sidings.....	78-06	-----	78-08	1-71	58-35	22-08
Total mileage operated (all tracks)	780-07	1-72	781-79	1-71	75-17	656-02

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line of proprietary companies.	Line operated under lease.	Total mileage owned.	Rails.	
				Iron.	Steel.
State of Oregon.....	654-04	1-72	655-76	Miles. 21-82	683-94
Total mileage operated (single track)	654-04	1-72	655-76	21-82	683-94

RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard. Pounds.	Average price at distributing point. Per ton.	Kind.	Number.
Steel	75-67	61-50	\$ 40 00	Redwood	191
Steel	95-21	75-00	40 00	Pine	12,504
			40 00	Pine, treated	157,763
Total steel	170-88		\$ 40 00	Total	170,458
					Average price at distributing point. \$ 0 53
					\$ 504

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.		Wood.		Total fuel consumed.	Miles run.	Average pounds consumed per mile.
		Hard. Cords.	Soft. Cords.			
Mixed				Tons.		
Passenger			2,278	1,137	99,223	23
Freight, including way switching			18,570	9,285	728,083	26
Switching			18,391	9,195	461,406	38
Construction			2,457	228	82,937	14
			2,333	1,167	97,981	24
Total			42,024	21,012	1,489,530	29
Average cost at distributing point		\$		2 65		

ACCIDENTS TO PERSONS.

Kind of accident.	Employees.					
	Trainmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		10				10
Falling from trains and engines.....	1	1			1	1
Derailments.....		1				1
At stations.....		1				1
Other causes.....		6		3		9
Total.....	1	19		3	1	22

Kind of accident.	Others.							
	Passengers.				Trespassers.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....				2		1	3	1
At stations.....		2						
Other causes.....	1		4	5			4	
Total.....	1	2	4	7	1	3	5	10

OTHER CAUSES.

Trainmen injured.—Brakeman's foot injured while switching in Roseburg yard; fireman's foot injured by stick of wood falling on it; fireman's finger injured while firing; brakeman strained while switching; fireman's back injured by slipping on wood in engine tender; fireman's finger cut in handling wood.

Other employees injured.—Two (2) section men slightly injured by train striking hand car; civil engineer's leg injured while getting down from flat cars.

Passengers killed.—Fell from Limited train during night.

Trespassing, killed.—Young lady struck by train on Fourth-street trestle; old man walking on trestle and struck by engine; tramp fell off train near New Era; drunk on track and run over.

Trespassing, injured.—Foot crushed while stealing a ride; walking on track and struck by engine; leg cut off—supposed to have been sleeping on track; leg broken while trying to get off train in motion; tramp fell off blind baggage—foot injured.

CHARACTERISTICS OF ROAD—STATE OF OREGON.

Working divisions or branches.			Alignment.			Profile.						
From —	To —	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Ascending grades.		Descending grades.			
				Miles.	Miles.		Number.	Sum of ascents.	Aggregate length ascending grades.	Number.	Sum of descents.	Aggregate length descending grades.
								Fect.	Miles.		Fect.	Miles.
Portland	California state line	366.61	992	104.88	261.73	49.90	605	7,267	217.59	285	4,425	99.42
Albany Junction	Lebanon	11.50	4	0.84	10.66	1.63	23	133	9.87			
Woodburn	Natron	92.96	88	12.98	80.18	19.64	187	987	46.11	138	640	27.21
Portland	Corvallis	96.52	99	20.64	75.88	13.43	145	1,456	43.16	129	1,258	39.93
Portland	Airle	79.27	119	18.86	60.41	13.88	128	1,171	35.68	111	955	29.71
Sheridan Junction	Sheridan	7.18	19	1.40	5.78	1.08	22	91	4.20	15	76	1.90
Total		654.04	1,321	159.60	494.64	99.56	1,110	11,095	356.31	678	7,354	198.17

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.
		Fect.	In.	Fect.	In.	Fect.	In.			
Bridges —								Overhead highway crossings—		
Iron	1	180	0	180	0	180	0	Trestles	1	19 10
Wooden	59	9,015	2	45	0	250	0			
Combination	3	1,525	0	180	0	260	0	Total	1	
Total	63	10,720	2					Tunnels	13	18
Trestles	658	138,949	0	32	0	2,586	0			
Tunnels	13	12,482	0	109	0	3,114	0			

Gauge of track — Four feet eight and one half inches; six hundred and fifty-five and seventy-six hundredths miles.

CHARACTERISTICS OF ROAD—STATE OF OREGON—CONCLUDED.

TELEGRAPH

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	Operated by another company.	
		Miles of line.	Miles of wire.
26	26	26	26
Operated by railroad employes who report to Western Union Telegraph Company for commercial business.			

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
619.36	1,693.61	Western Union Telegraph Company	Western Union Telegraph Company.

CAR MILEAGE

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS
NOR CONSIGNED FOR USE BY LEASE.

The information required below has not been compiled for the Oregon and California Railroad separately from the rest of the system of which it forms a part. The information shown herein includes the Pacific system as a whole, as the segregation of any particular portion would entail a great amount of labor.

Cars used.		Compensation.	
Name of owner.	Description.	Rate.	Amount.
Abernethy Furniture Company	Box cars	$\frac{3}{4}\%$	\$ 31 69
American Refrigerator Transit Company	Box cars	$\frac{3}{4}\%$	821 24
American Brewing Company, Refrigerator line	Box cars	$\frac{3}{4}\%$	75 48
American Cereal Company's Despatch	Box cars	$\frac{3}{4}\%$	112 15
American Cotton Oil Company	Box cars	$\frac{3}{4}\%$	65 16
Armour Car Lines	Box cars	$\frac{3}{4}\%$	26,688 45
Arms' Palace Horse Car Company	Box cars	$\frac{3}{4}\%$	51 54
Arctic Oil Works	Box cars	$\frac{3}{4}\%$	127 99
Boyd, Lunham and Company	Box cars	$\frac{3}{4}\%$	25 51
Burton Stock Car Company	Box cars	$\frac{3}{4}\%$	22 01
Continental Fruit Express	Box cars	$\frac{3}{4}\%$	16,030 70
California Fruit Express	Box cars	$\frac{3}{4}\%$	555 41
California Fruit Transportation Company	Box cars	$\frac{3}{4}\%$	18,546 75
Canada Cattle Car Company	Box cars	$\frac{3}{4}\%$	43 87
Commerce Despatch Line	Box cars	$\frac{3}{4}\%$	9 43
Creamery Package Manufacturing Company	Box cars	$\frac{3}{4}\%$	246 43
Consolidated Cattle Car Company	Box cars	$\frac{3}{4}\%$	13 12
Cottolene Refrigerator Line	Box cars	$\frac{3}{4}\%$	193 33
Cudahy Refrigerator Line	Box cars	$\frac{3}{4}\%$	1,272 30
Goodell Refrigerator Car Company	Box cars	$\frac{3}{4}\%$	136 48
Goodell's California Fruit Line	Box cars	$\frac{3}{4}\%$	6,901 31
Hammond Refrigerator Line	Box cars	$\frac{3}{4}\%$	102 38
Havens, C. B., and Company	Box cars	$\frac{3}{4}\%$	837 90
Hicks' Stock Car Company	Box cars	$\frac{3}{4}\%$	266 59
Healey Refrigerator Line	Box cars	$\frac{3}{4}\%$	18 14
Independent Refining Company	Box cars	$\frac{3}{4}\%$	134 06
Jacob Dold Packing Company	Box cars	$\frac{3}{4}\%$	1,146 49
Kansas City Dressed Beef Line	Box cars	$\frac{3}{4}\%$	1,384 11
Kansas City Manufacturers' Despatch	Box cars	$\frac{3}{4}\%$	69 06
Kingan Refrigerator Line	Box cars	$\frac{3}{4}\%$	729 45
Kentucky Refining Company	Box cars	$\frac{3}{4}\%$	19 62
Libby, McNeil and Libby	Box cars	$\frac{3}{4}\%$	395 01
Lipton Refrigerator Line	Box cars	$\frac{3}{4}\%$	326 80
Live Poultry Transportation Company	Box cars	$\frac{3}{4}\%$	469 50
Mann Brothers	Box cars	$\frac{3}{4}\%$	48 23
Menesha Woodenware Company	Box cars	$\frac{3}{4}\%$	11 16
Merchants' Despatch Transportation Company	Box cars	$\frac{3}{4}\%$	2,818 03
Moran Refrigerator Line	Box cars	$\frac{3}{4}\%$	35 79
National Linseed Oil Company	Box cars	$\frac{3}{4}\%$	10 88
National Rolling Stock Company	Box cars	$\frac{3}{4}\%$	116 85
New England Car Company	Box cars	$\frac{3}{4}\%$	22 64
New York Despatch Refrigerator Company	Box cars	$\frac{3}{4}\%$	24 81
Omaha Packing Company	Box cars	$\frac{3}{4}\%$	1 68
Pacific Coast Oil Company	5 cars leased, \$10 per month each	$\frac{3}{4}\%$	3,108 38
Peavey Grain Line	Box cars	$\frac{3}{4}\%$	20 85
Pullman Palace Car Company	1st and 2d class sleepers	$\frac{3}{4}\%$ and $\frac{1}{2}\%$	7,759 18
Provision Dealers' Despatch	Box cars	$\frac{3}{4}\%$	12 41
San Francisco Brewers' Car and Transportation Company	Box cars	$\frac{3}{4}\%$	3,134 26
St. Charles Car Company	Box cars	$\frac{3}{4}\%$	156 41
St. Louis Refrigerator Car Company	Box cars	$\frac{3}{4}\%$	2,475 68
Southwestern Refrigerator Despatch	Box cars	$\frac{3}{4}\%$	1 65
Southwestern Millers' Despatch	Box cars	$\frac{3}{4}\%$	24 73
Streets' Western Stable Car Line	Box cars	$\frac{3}{4}\%$	84 96
Swift's Refrigerator Line	Box cars	$\frac{3}{4}\%$	1,431 95
Union Refrigerator Transit	Box cars	$\frac{3}{4}\%$	1,637 55
Union Tank Line	Box cars	$\frac{3}{4}\%$	23,540 72
Venice Transportation Company	Box cars	$\frac{3}{4}\%$	91 46

CAR MILEAGE—CONCLUDED

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS
NOR CONSIGNED FOR USE BY LEASE.

The information required below has not been compiled for the Oregon and California Railroad separately from the rest of the system of which it forms a part. The information shown herein includes the Pacific system as a whole, as the segregation of any particular portion would entail a great amount of labor.

Cars used.		Compensation.	
Name of owner.	Description.	Rate.	Amount.
Wagner Palace Car Company	1st and 2d class sleepers.	2½ and 1½	\$ 102 74
Waters-Pierce Oil Company	Box cars	3½	197 34
Waverly Oil Company		5½	11 46
White Star Transfer Company			286 19
Western Meat Refrigerator Express			12 85
Wogan Brothers' Tank Line			12 20
Total			\$125,057 50

OATH.

STATE OF OREGON,

County of Multnomah.

We, the undersigned, R. Koehler, second vice-president of the Oregon and California Railroad Company, and manager of the lines in Oregon of the Southern Pacific Company, and Geo. H. Andrews, secretary of the Oregon and California Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER,
Second vice-president.
GEO. H. ANDREWS,
Secretary.

Subscribed and sworn to before me this second day of October, eighteen hundred and ninety-six.

DAVID LORING,
Notary Public for Oregon.

ANNUAL REPORT
OF, THE
OREGON RAILWAY AND NAVIGATION COMPANY.
E. McNEILL, RECEIVER.

For the year ending June 30, 1896.

This report is prepared by E. McNeill, receiver of the Oregon Railway and Navigation Company, duly appointed as such by the circuit courts of the United States of the districts of Oregon, Washington, Idaho, and California, by orders duly entered in said courts, in a suit of the Farmers' Loan and Trust Company against the Oregon Railway and Navigation Company and others, commenced for the purpose of foreclosing the consolidated five per cent. mortgage of the Oregon Railway and Navigation Company.

That it is alleged in said bill that the property of the Cascades Railroad Company, the Columbia and Palouse Railroad Company, the Mill Creek Flume and Manufacturing Company, the Oregon Railway Extensions Company, the Walla Walla and Columbia River Railroad Company, and the Washington and Idaho Railroad Company, is subject to said mortgage by virtue of leases made from said companies to the Oregon Railway and Navigation Company, and therefore the said E. McNeill was appointed receiver of the property of said companies in addition to the property of the said Oregon Railway and Navigation Company, and this report covers the operation of property of all the said companies; that E. McNeill was appointed receiver on the fourth day of July, eighteen hundred and ninety-four, and commenced the operation of the said railroad on the said date; that prior to the appointment of said E. McNeill, as receiver, the property of the Oregon Railway and Navigation Company, and the other roads mentioned, was operated by S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederick R. Coudert, the receivers theretofore appointed by the circuit courts of the United States in the districts of Nebraska, Oregon, Washington, and other districts in the suit of Oliver Ames, Second, *et al.*, against the Union Pacific Railroad Company, *et al.*; that full report is not made as required on pages 17, 19, and 21; "Recapitulation of Funded Debt," on pages 23, 25, 29, 37, 39, and 57, for reason that the corporate books and papers of the Oregon Railway and Navigation Company are not in the possession of said E. McNeill, receiver, and never has been placed in said receiver's possession, under the said order of the courts.

E. S. BENSON,
General Auditor for Receiver.

HISTORY.

1. Name of common carrier making this report? Oregon Railway and Navigation Company, E. McNeill, receiver.

2. Date of organization? Incorporated June thirteenth, eighteen hundred and seventy-nine. [See explanation on preceding page for facts in regard to receivership.]

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General laws of Oregon.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Oregon Railway and Navigation Company owns the capital stock of the Cascades Railroad Company, Columbia and Palouse Railroad Company, Mill Creek Flume and Manufacturing Company, Oregon Railroad Extensions Company, Walla Walla and Columbia River Railroad Company, and Washington and Idaho Railroad Company. These companies, however, still maintain a separate corporate organization.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
D. P. Thompson	Portland, Oregon	Elected June 15, 1896, to serve for one year, or until their successors should be elected and qualified.
W. S. Burrell	Portland, Oregon	
P. Campbell	Portland, Oregon	
J. N. Teal	Portland, Oregon	
L. B. Cox	Portland, Oregon	
F. G. Wheeler	Portland, Oregon	
E. S. Benson	Portland, Oregon	
W. H. Hurlburt	Portland, Oregon	
C. F. Adams	Portland, Oregon	
R. H. Jenkins	Portland, Oregon	
G. E. Withington	Portland, Oregon	
R. L. Sabin	Portland, Oregon	
Thomas G. Greene	Portland, Oregon	

Total number of stockholders at date of last election? One hundred and sixty-four (164).
 Date of last meeting of stockholders for election of directors? June fifteenth, eighteen hundred and ninety-six.

Postoffice address of general office: Portland, Oregon.

Postoffice address of operating office: Portland, Oregon.

Name and address of officer to whom correspondence regarding this report should be addressed: Name, E. S. Benson; title, general auditor for receiver; address, Portland, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Receiver and general manager	E. McNeill	Portland, Oregon.
Treasurer	First National Bank	Portland, Oregon.
Attorney, or general counsel	Cox, Cotton, Teal and Minor	Portland, Oregon.
General auditor	E. S. Benson	Portland, Oregon.
Assistant to receiver and general manager	J. G. Woodworth	Portland, Oregon.
Chief engineer	W. H. Kennedy	Portland, Oregon.
Superintendent of rail lines	J. P. O'Brien	Portland, Oregon.
Superintendent of steamer lines	E. Rathbone	Portland, Oregon.
Superintendent of ocean division	Goodall, Perkins and Co.	San Francisco, California.
Superintendent of telegraph	J. H. Guild	Portland, Oregon.
General freight agent	B. Campbell	Portland, Oregon.
Assistant general freight agent	D. C. O'Reilly	Portland, Oregon.
General passenger agent	W. H. Hurlburt	Portland, Oregon.

PROPERTY OPERATED—STATE OF OREGON.

Name of every railroad the operations of which are included in the income account.
In giving roads below, observe the following classification and order:—

1. Railroad line represented by capital stock:
 - (a) Main line.
 - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each class of roads named.
	From—	To—	
Class I—			
(a) Oregon Railway and Navigation Company	Portland, Oregon, west line, Front street	East line, Willamette bridge track	504.81
Oregon Railway and Navigation Company	East Portland, Oregon	Huntington, Oregon	402.08
Oregon Railway and Navigation Company	Umatilla, Oregon	State line, Washington	20.76
Oregon Railway and Navigation Company	Pendleton Junction, Oregon	Blue Mountain, Oregon	28.15
Oregon Railway and Navigation Company	Milton, Oregon	State line, Washington	8.25
Oregon Railway and Navigation Company	Willows Junction, Oregon	Heppner, Oregon	45.40
Class II—			
Oregon Railway Extensions Company	La Grande, Oregon	Elgin, Oregon	20.89
Walla Walla and Columbia River Railroad Company	Blue Mountain, Oregon	Milton, Oregon	5.84
Class III—			
Northern Pacific Terminal Company of Oregon	East line, Willamette bridge track	East Portland, west line, 2d St.	41
Northern Pacific Terminal Company of Oregon	Albina	Albina Junction	2.13
Total			533.58

PROPERTY OPERATED—ENTIRE LINE.

Name of every railroad the operations of which are included in the income account.
In giving roads below, observe the following classification and order:—

1. Railroad line represented by capital stock:
 - (a) Main line.
 - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name.	From—	To—	Miles of line for each class of road named.	Miles of line for each class of road named.
Class I—				
(a) Oregon Railway and Navigation Company	Portland, west line, Front street	East line, Willamette bridge track	422	
Oregon Railway and Navigation Company	East Portland, <i>viz.</i> Willamette Br.	Huntington, Oregon	492.03	
Oregon Railway and Navigation Company	Umatilla, Oregon	Wallula Junction, Washington	27.12	
Oregon Railway and Navigation Company	Pendleton Junction, Oregon	Blue Mountain, Oregon	28.15	
Oregon Railway and Navigation Company	Milton, Oregon	Wallula Walla, Washington	12.73	
Oregon Railway and Navigation Company	Wallula Walla, Washington	La Crosse Junction, Washington	81.10	
Oregon Railway and Navigation Company	Willows Junction, Oregon	Heppner, Oregon	45.40	
Oregon Railway and Navigation Company	Bolles Junction, Washington	Dayton, Washington	13.36	
Oregon Railway and Navigation Company	Starbuck, Washington	Pomeroy, Washington	30.00	640.17
Class II—				
Cascades Railroad Company	Lower Cascades, Washington	Upper Cascades, Washington	6.00	
Columbia and Palouse Railroad Company	Connell, Washington	Moscow, Idaho	117.32	
Columbia and Palouse Railroad Company	Colfax, Washington	Farmington, Washington	27.48	
Mill Creek Flume and Manufacturing Company	Wallula Walla, Washington	Dudley and Dixie, Washington	13.40	
Oregon Railway Extensions Company	Winona Junction, Washington	Settee, Washington	47.84	
Oregon Railway Extensions Company	La Grande, Oregon	Elgin, Oregon	20.89	
Wallula Walla and Columbia River Railroad Company	Wallula Junction, Washington	Wallula Walla, Washington	30.18	
Wallula Walla and Columbia River Railroad Company	Blue Mountain, Oregon	Milton, Oregon	5.34	
Washington and Idaho Railroad Company	Farmington, Washington	Spokane, Washington	60.42	
Washington and Idaho Railroad Company	Tekoa, Washington	Mullen, Idaho	87.10	
Washington and Idaho Railroad Company	Wallace, Idaho	Purke, Idaho	6.07	422.64
Class III—				
Northern Pacific Terminal Company of Oregon	Albina, Oregon	Albina Junction, Oregon	2.13	
Northern Pacific Terminal Company of Oregon	East line, Willamette bridge track	East Portland, west line, 2d St.	41	2.54
Total				1,065.85

CURRENT ASSETS AND LIABILITIES.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1896.	
Cash	\$ 969,919 36	Audited vouchers and accounts	\$ 259,727 01
Due from agents	102,748 33	Wages and salaries	152,617 09
Due from solvent companies and individuals	236,503 71	Total—Current liabilities	\$ 412,344 10
Net traffic balances due from other companies	23,178 42	Balance—Cash assets	974,373 18
Other cash assets (excluding "materials and supplies")*	54,367 46	Total	\$ 1,386,717 28
Total—Cash and current assets	\$ 1,386,717 28		
Total	\$ 1,386,717 28		

* Materials and supplies on hand, two hundred and ninety-six thousand six hundred and sixty dollars and thirty-two cents.

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation	\$ 3,752,943 81	\$
Less operating expenses	2,696,980 14	.....
Income from operation	\$	1,056,963 67
Interest on bonds owned	15,400 00	
Miscellaneous income—less expenses	175,340 68	
Income from other sources	\$	159,940 63
Total income		\$ 897,023 04
Deductions from income—		
Interest on interest-bearing current liabilities accrued, not		
otherwise provided for	10 55	
Taxes	165,015 27	
Total deductions from income	\$	165,025 82
Net income		\$ 731,997 22
Surplus from operations of year ending June 30, 1896		\$ 731,997 22
Surplus on June 30, 1895		809,681 15
		\$ 1,541,678 37
Deductions for year		298,857 01
Surplus on June 30, 1896		\$ 1,242,821 36

Detail of deductions for year: First mortgage bond coupons paid by E. McNeill, receiver, during the year, two hundred and ninety-eight thousand eight hundred and thirty dollars; uncollected accounts written off, twenty-seven dollars and one cent; total, two hundred and ninety-eight thousand eight hundred and fifty-seven dollars and one cent.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions account of repay- ments, etc.	Actual earnings.
Passenger:—			
Passenger revenue.....	\$ 519,992 27	\$ —	\$ —
Less repayments —			
Tickets redeemed.....		16,538 06	
Total deductions.....		\$ 16,538 06	
Total passenger revenue.....		\$ —	\$ 508,459 21
Mail.....			108,144 63
Express.....			37,729 77
Extra baggage and storage.....			12,128 85
Other items.....			1,890 40
Total passenger earnings.....			\$ 668,352 86
Freight —			
Freight revenue.....	\$ 1,996,122 72		
Less repayments —			
Overcharge to shippers.....		\$ 38,872 52	
Total deductions.....		\$ 38,872 52	
Total freight earnings.....			1,962,250 20
Total passenger and freight earnings.....			\$ 2,625,603 06
Other earnings from operation —			
Rents from tracks, yards, and terminals.....			11,090 95
Rents not otherwise provided for.....			1,835 00
Other sources.....			2,082 79
Total other earnings.....			\$ 14,408 74
Total gross earnings from operation, Oregon.....			\$ 2,640,111 80
Total gross earnings from operation, entire line.....			\$ 3,752,943 81

BONDS OWNED.

Name.	Total par value.	Rate.	Income on interest received.
Willamette Transfer and Locks Company.....	\$ 308,000 00	5%	\$ 15,400 00
Total.....	\$ 308,000 00		\$ 15,400 00

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company using property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks— Willamette Steel Bridge and track connecting with Southern Pacific.	Portland, Oregon.	Southern Pacific Company.	\$10,000 00	\$
Tracks	Cascade Locks, Oregon.	J. G. and I. N. Day.	967 23	
Total			\$	10,967 23
Terminals—				
Tracks	East side of Willamette river, Port- land, Oregon.	Northern Pacific Terminal Company.	1 00	
Tracks and terminal facilities.	Huntington, Oregon.	Receivers, Oregon Short Line and Utah Northern Railway Company.	128 72	
Tracks and terminal facilities.	Walla Washington	Receiver Northern Pacific Railroad Company.	65 81	
Tracks	Spokane, Washington.	Great Northern Railway Company.	750 00	
Total			\$	940 53
Grand total rents received				\$ 11,907 76

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Profits on bonds of the Northern Pacific Terminal Company, purchased under contract and sold at market value	\$ 3,568 16	\$ -----	\$ 3,568 16
Interest on bank balances	8,078 78	-----	8,078 78
Rental, upper roadway, Willamette river bridge.	7,248 26	\$ 1,780 61	5,517 65
Amount received on account of fishing privileges at cascades	5,000 00	826 90	4,173 10
Rents from lands, etc.	2,974 45	982 18	1,992 32
Miscellaneous interest collections	382 15	-----	382 15
Ocean and river steamer lines	576,164 00	775,216 79	199,052 79
Total	\$ 603,415 80	\$ 778,766 43	\$ 175,340 63

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway	\$ 472,749 62
Renewals of rails	89,687 67
Renewals of ties	62,064 75
Repairs and renewals of bridges and culverts	97,443 92
Repairs and renewals of fences, road crossings, signs, and cattle-guards	19,348 97
Repairs and renewals of buildings and fixtures	54,355 18
Repairs and renewals of telegraph	1,116 44
Stationery and printing	469 33
Other expenses	-----
Total	\$ 796,235 88
Maintenance of equipment—	
Superintendence	\$ 16,560 28
Repairs and renewals of locomotives	187,599 35
Repairs and renewals of passenger cars	50,951 98
Repairs and renewals of freight cars	156,471 95
Repairs and renewals of work cars	25,127 11
Repairs and renewals of shop machinery and tools	14,190 88
Stationery and printing	818 07
Other expenses	14,667 18
Total	\$ 465,386 80
Conducting transportation—	
Superintendence	\$ 53,583 89
Engine and roundhousemen	192,194 37
Fuel for locomotives	318,952 83
Water supply for locomotives	13,531 25
Oil, tallow, and waste for locomotives	6,972 06
Other supplies for locomotives	2,099 62
Train service	118,201 62
Train supplies and expenses	28,102 69
Switchmen, flagmen, and watchmen	24,359 11
Telegraph expenses	63,086 54
Station service	10,717 11
Station supplies	7,327 98
Switching charges—balance	82 47

OPERATING EXPENSES—CONCLUDED.

Items.	Amount.
Car mileage—balance	\$ 7,251 77
Hire of equipment	Cr. 851 41
Loss and damage	46,500 71
Injuries to persons	8,044 06
Clearing wrecks	6,120 78
Advertising	7,759 09
Outside agencies	67,969 06
Commissions	8,650 35
Rents for tracks, yards, and terminals	215,205 78
Rents of buildings and other property	5,154 42
Stationery and printing	90,097 79
Total	\$ 1,312,113 24
General expenses—	
Salaries of general officers	\$ 29,644 04
Salaries of clerks and attendants	39,365 70
General office expenses and supplies	5,579 70
Insurance	9,675 45
Law expenses	29,643 85
Stationery and printing (general offices)	2,317 83
Other expenses	6,017 65
Total	\$ 122,244 22
Recapitulation of expenses—	
Maintenance of way and structures	\$ 796,235 88
Maintenance of equipment	465,386 80
Conducting transportation	1,312,113 24
General expenses	122,244 22
Grand total	\$ 2,695,980 14
Percentage of expenses to earnings—entire line	\$ 71 84
Operating expenses—state of Oregon—	
Maintenance of way and structures	\$ 478,959 76
Maintenance of equipment	279,944 12
Conducting transportation	789,275 47
General expenses	73,533 56
Total	\$ 1,621,712 91
Percentage of expenses to earnings—Oregon	\$ 61 43

RENTALS PAID.
RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Terminals—				
Track and terminal facilities.....	Portland, Oregon	Northern Pacific Terminal Company of Oregon.....	\$178,903 24	\$
Track and terminal facilities.....	Spokane, Washington	Union Depot Company of Spokane Falls	36,302 54	
Total				\$215,205 78

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.		June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
Assets —					
Cash and current assets	\$ 1,192,335 45		\$ 1,386,717 28	\$ 194,381 83	\$
Other assets —					
Material and supplies	389,907 52	296,660 82			
Unappropriated —					
Insurance	3,809 57				
S. H. H. Clark, <i>et al.</i> , receivers Oregon Short Line and Utah Northern Railway Company		3,609 20	300,269 52		43,447 57
Amount of payments made by E. McNeill, receiver, on account of expenses incurred by Clark <i>et al.</i> , receivers, on account of operation of Oregon Railway and Navigation lines prior to July 4, 1894, less amount of three assets collected		211,847 07			
Net earnings July 1st and 3d, 1894, included in report of E. McNeill, receiver, for year ending June 30, 1895	373 49	373 49	212,220 56	211,847 07	
Profit and loss					
Grand total	\$ 1,536,426 03		\$ 1,899,207 36	\$ 362,781 33	\$
Liabilities —					
Current liabilities					
Material account of Oregon Railway and Navigation Company, value of material on hand at time of present receiver's appointment	\$ 485,857 23		\$ 412,344 10	\$	73,513 13
Property account of Oregon Railway and Navigation Company, value of equipment and other property sold or destroyed, less amount paid for additional station grounds, etc.	227,748 63		227,748 63		
Profit and loss	13,139 02		16,293 27	\$ 154 25	
	809,681 15		1,242,821 36	433,140 21	
Grand total	\$ 1,536,426 03		\$ 1,899,207 36	\$ 362,781 33	\$

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF OREGON.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers.

Pacific Express Company.—The Oregon Railway and Navigation Company furnishes to the Pacific Express Company transportation facilities usually granted to express companies, and receives therefor one half of the gross earnings accruing on account of express matter carried over Oregon Railway and Navigation Company's lines.

United States Postoffice Department.—Usual contracts for carrying United States mail, and for furnishing railway postoffice cars.

Western Union Telegraph Company.—Western Union Telegraph Company own certain telegraph lines along this company's line of road, as shown on page 208, and receive all tolls on commercial messages; Oregon Railway and Navigation Company operators handle Western Union messages, and no charge is made against the telegraph company for their services; Western Union Telegraph Company furnish free telegraph service to the Oregon Railway and Navigation Company on all their lines in the United States, up to a limit of thirteen thousand dollars per annum, with half-rate on messages over the limit.

Northern Pacific Terminal Company of Oregon.—Oregon Railway and Navigation Company pay for use of terminal facilities, etc., at Portland, Oregon, a rental based upon the interest on the amount of the terminal company's bonds outstanding and their sinking fund requirements; the Oregon Railway and Navigation Company also pay a proportion of the operating expenses of the terminal company, the same being divided between the different railroad companies using the terminals, on a wheelage and tonnage basis.

EMPLOYÉES AND SALARIES—ENTIRE LINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation
General officers	7	2,562	\$ 45,450 00	\$ 17 74
Other officers	12	4,740	33,965 00	7 16
General office clerks	92	34,616	78,488 05	2 26
Station agents	40	14,446	58,325 03	2 44
Other station men	105	39,070	73,737 91	1 88
Enginemen	71	26,425	102,925 05	3 89
Firemen	71	26,588	61,399 95	2 31
Conductors	45	17,351	56,070 30	3 23
Other trainmen	74	31,484	72,256 95	2 29
Machinists	88	35,901	77,156 90	2 11
Carpenters	127	49,056	111,017 20	2 26
Other shopmen	87	35,156	70,129 80	1 99
Section foremen	126	46,787	88,976 00	1 90
Other trackmen	602	186,840	224,794 80	1 20
Switchmen, flagmen, and watchmen	27	11,038	25,643 55	2 32
Telegraph operators and dispatchers	65	24,754	59,923 98	2 42
Employees—account floating equipment	403	157,180	332,122 54	2 11
All other employees and laborers	359	138,952	255,642 89	1 82
Total (including general officers)	2401	882,946	\$ 1,805,025 90	\$ 2 04
Less "general officers"	7	2,562	45,450 00	17 74
Total (excluding general officers)	2394	880,384	\$ 1,759,575 90	\$ 1 99
Distribution of above—				
General administration	74	28,253	\$ 105,481 75	\$ 3 72
Maintenance of ways and structures	933	306,463	466,778 60	1 52
Maintenance of equipment	405	166,820	333,486 75	1 99
Conducting transportation	989	381,410	899,278 80	2 33
Total (including general officers)	2401	882,946	\$ 1,805,025 90	\$ 2 04
Less "general officers"	7	2,562	45,450 00	17 74
Total (excluding general officers)	2394	880,384	\$ 1,759,575 90	\$ 1 00

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF OREGON.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic —		
Number of passengers carried earning revenue.....	195,002	\$.....
Number of passengers carried one mile.....	16,833,168	.....
Number of passengers carried one mile per mile of road.....	31,548	.....
Average distance carried.....	86.36	.....
Total passenger revenue.....		503,459 21
Average amount received from each passenger.....		2 58182
Average receipts per passenger per mile.....		02991
Total passenger earnings.....		663,352 86
Passenger earnings per mile of road.....		1,243 21160
Passenger earnings per train mile.....		1 70512
Freight traffic —		
Number of tons carried of freight earning revenue.....	587,698	\$.....
Number of tons carried one mile.....	117,178,301	.....
Number of tons carried one mile per mile of road.....	219,907	.....
Average distance haul of one ton.....	199.39	.....
Total freight revenue.....		1,962,250 20
Average amount received for each ton of freight.....		3 33888
Average receipts per ton per mile.....		01675
Total freight earnings.....		1,962,250 20
Freight earnings per mile of road.....		3,677 52
Freight earnings per train mile.....		3 44067
Passenger and freight —		
Passenger and freight revenue.....		\$2,465,709 41
Passenger and freight revenue per mile of road.....		4,621 07
Passenger and freight earnings.....		2,625,603 06
Passenger and freight earnings per mile of road.....		4,920 73
Gross earnings from operation.....		2,640,111 80
Gross earnings from operation per mile of road.....		4,947 92
Gross earnings from operation per train mile.....		2 76892
Operating expenses.....		1,621,712 91
Operating expenses per mile of road.....		3,039 30
Operating expenses per train mile.....		1 70083
Income from operation.....		1,018,396 89
Income from operation per mile of road.....		1,908 63
Train mileage —		
Miles run by passenger trains.....	358,331	\$.....
Miles run by freight trains.....	495,789	.....
Miles run by mixed trains.....	99,861	.....
Total mileage trains earning revenue.....	953,481	\$.....
Miles run by switching trains.....	203,620	.....
Miles run by construction and other trains.....	126,486	.....
Grand total train mileage.....	1,283,587	\$.....
Mileage of loaded freight cars — north or east.....	5,138,982	\$.....
Mileage of loaded freight cars — south or west.....	4,991,296	.....
Mileage of empty freight cars — north or east.....	1,659,793	.....
Mileage of empty freight cars — south or west.....	1,967,751	.....
Average number of freight cars in train.....	23	.....
Average number of loaded cars in train.....	17	.....
Average number of empty cars in train.....	6	.....
Average number of tons of freight in train.....	196.89	.....
Average number of tons of freight in each loaded car.....	12.30	.....

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
ENTIRE LINE.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	246,103	\$.....
Number of passengers carried one mile.....	23,400,530	.....
Number of passengers carried one mile per mile of road.....	22,090	.....
Average distance carried.....	94.68	.....
Total passenger revenue.....		703,057 26
Average amount received from each passenger.....		2 92860
Average receipts per passenger per mile.....		02857
Total passenger earnings.....		965,771 38
Passenger earnings per mile of road.....		911 66
Passenger earnings per train mile.....		1 52046
Freight traffic—		
Number of tons carried of freight earning revenue.....	736,886	\$.....
Number of tons carried one mile.....	164,958,980	.....
Number of tons carried one mile per mile of road.....	155,717	.....
Average distance haul of one ton.....	223.85	.....
Total freight revenue.....		2,771,571 63
Average amount received for each ton of freight.....		3 76119
Average receipts per ton per mile.....		01680
Total freight earnings.....		2,771,571 63
Freight earnings per mile of road.....		2,616 29
Freight earnings per train mile.....		2 91769
Passenger and freight—		
Passenger and freight revenue.....		\$ 3,474,628 89
Passenger and freight revenue per mile of road.....		3,279 96
Passenger and freight earnings.....		3,737,343 01
Passenger and freight earnings per mile of road.....		3,527 96
Gross earnings from operation.....		3,752,943 81
Gross earnings from operation per mile of road.....		3,542 69
Gross earnings from operation per train mile.....		2 38765
Operating expenses.....		2,695,980 14
Operating expenses per mile of road.....		2,544 94
Operating expenses per train mile.....		1 70084
Income from operation.....		1,056,963 67
Income from operation per mile of road.....		997 75
Train mileage—		
Miles run by passenger trains.....	579,346	\$.....
Miles run by freight trains.....	782,411	.....
Miles run by mixed trains.....	223,344	.....
Total mileage trains earning revenue.....	1,585,091	\$.....
Miles run by switching trains.....	255,382	.....
Miles run by construction and other trains.....	175,549	.....
Grand total train mileage.....	2,016,022	\$.....
Mileage of loaded freight cars—north or east.....	7,040,552	\$.....
Mileage of loaded freight cars—south or west.....	7,286,457	.....
Mileage of empty freight cars—north or east.....	2,672,481	.....
Mileage of empty freight cars—south or west.....	2,403,634	.....
Average number of freight cars in train.....	19	.....
Average number of loaded cars in train.....	14	.....
Average number of empty cars in train.....	5	.....
Average number of tons of freight in train.....	164.06	.....
Average number of tons of freight in each loaded car.....	12.38	.....

FREIGHT TRAFFIC MOVEMENT—STATE OF OREGON.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight origi- nating on this road— whole tons.	Freight re- ceived from connecting roads and other carriers —whole tons.	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture—				
Grain	58,532	137,940	196,472	33.43
Flour	10,617	17,417	28,035	4.77
Other mill products	1,331	2,015	3,346	.57
Hay	1,893	144	2,037	.35
Tobacco	45	719	764	.13
Fruit and vegetables	6,239	1,126	7,365	1.25
Tea	3,909		3,909	.67
Products of animals—				
Livestock	22,894	3,187	26,081	4.44
Dressed meats	7,055	99	7,154	1.22
Other packing-house products	387	199	586	.10
Poultry, game, and fish	10,030	217	10,247	1.74
Wool	5,389	680	6,069	1.03
Hides and leather	985	602	1,587	.27
Products of mines—				
Anthracite coal	511	1,974	2,485	.42
Bituminous coal	667	2,093	2,760	.47
Coke	14	54	68	.01
Ores	2,366	35,771	38,137	6.49
Stone, sand, and other like articles	2,208	621	2,829	.48
Products of forest—				
Lumber	144,059	3,835	147,894	25.17
Manufactures—				
Petroleum	2,329	5,936	8,265	1.41
Sugar	6,389	102	6,491	1.10
Naval stores	74		74	.01
Bags	1,925	151	2,076	.35
Iron, pig and bloom	21	168	189	.03
Iron and steel rails	27	615	642	.11
Other castings and machinery	1,049	4,433	5,482	.93
Bar and sheet metal	157	1,745	1,902	.32
Cement, brick, and lime	5,151	582	5,733	.98
Agricultural implements	508	861	1,369	.23
Wagons, carriages, tools, etc.	302	910	1,212	.21
Wines, liquors, and beers	822	1,281	2,103	.36
Household goods and furniture	1,130	1,580	2,660	.45
Salt	1,813	1,275	3,089	.53
Merchandise	9,456	13,925	23,381	3.98
Miscellaneous—other commodities not mentioned above	27,903	7,320	35,205	5.99
		249,510		
Total tonnage—Oregon	338,188		587,698	100.00
Total tonnage—entire line	675,683	61,203	736,886	

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.		Equipment fitted with automatic coupler.		
			Number.	Name.	Number.	Name.	
Locomotives owned and leased—							
Passenger		14	14	Westinghouse			
Freight	4	*4	*4	Westinghouse			
Switching	1	11	11	Westinghouse			
Total locomotives in service	5	109	107				
Total locomotives owned	5	109					
Cars owned and leased—							
In passenger service—							
First class cars		*1		Westinghouse	19	Miller.	
Second class cars		18	19	Westinghouse	5	Miller.	
Combination cars		5	5	Westinghouse	3	Miller.	
Baggage, express, and postal cars		10	10	Westinghouse		Miller.	
Other cars in passenger service		*2	*2	Westinghouse			
		25	23	Westinghouse	25		
Total		1	1				
		60	60		52		
In freight service—							
Box cars	4	*135	*135	Westinghouse	27	See table below.	
		1,828	1,108		257		
Flat cars	11	*3	*3	Westinghouse			
		293	28				
Stock cars		*21	*21	Westinghouse	107	See table below.	
		238	185		4	See table below.	
Coal cars		136	7	Westinghouse			
Refrigerator cars		4	4	Westinghouse	5	Safford.	
Other cars in freight service		196	193	Westinghouse	2	Chicago.	
Total	15	2,854	1,674		402		
In company's service—							
Officers' and pay cars		3	3	Westinghouse	2	Miller.	
Gravel cars		39		Westinghouse			
Derrick cars		4	4	Westinghouse			
Caboose cars		*5	*5	Westinghouse			
Other road cars		44	24	Westinghouse			
		89	13				
Total		184	44		2		
Total cars in service		3,098					
Total cars owned		3,098	1,778		456		

CARS IN FREIGHT SERVICE—EQUIPMENT FITTED WITH AUTOMATIC COUPLER.

	Chicago.	America.	Safford.	Buckeye.	Janney.	Standard.
Box cars	196	2	58	1		
	*22		*5			
Flat cars						
Stock cars			12		94	1
Coal cars		1	3			
Refrigerator cars						
Other cars in freight service						

* Oregon Railway Extension Company's equipment.

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track -----	402-25	237-92	416-64	2-54	1,059-35	345-50	713-36
Miles of yard track and sidings -----	48-72	28-74	35-73	14-04	127-23	81-79	45-44
Total mileage operated (all tracks) -----	450-97	266-66	452-37	16-58	1,186-58	427-29	759-29

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.				Iron.	Steel.
Oregon -----	402-25	102-56	26-25	2-54	533-58	58-19	475-39
Washington -----		135-36	236-41		431-77	139-86	291-91
Idaho -----			94-00		94-00	2-36	91-64
Total mileage operated (all tracks) -----	402-25	237-92	416-66	2-54	1,059-35	200-41	853-94

MILEAGE — CONTINUED.

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line represented by capital stock.		Total mileage owned.	Rails.	
	Main line.	Branches and spurs.		Iron.	Steel.
Oregon	402-25	102-56	504-81	50-31	454-50
Washington		135-86	135-86	43-36	92-00
Total mileage owned (single track)	402-25	237-92	640-17	93-67	546-50

MILEAGE—STATE OF OREGON.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Lines represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	402-25	102-56	26-23	2-54	533-58	58-19	475-39
Miles of yard track and sidings	48-72	7-01	2-86	14-04	72-63	40-87	31-76
Total mileage operated (all tracks)	450-97	109-57	29-09	16-58	606-21	99-06	507-15

MILEAGE—STATE OF OREGON—CONCLUDED.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Oregon.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.				Iron.	Steel.
State of Oregon.....	402-25	102-56	26-23	2-54	533-58	58-19	475-39
Total mileage operated (single track).....	402-25	102-56	26-23	2-54	533-58	58-19	475-39

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

	Line represented by capital stock.		Total mileage owned.	Rails.	
	Main line.	Branches and spurs.		Iron.	Steel.
State of Oregon.....	402-25	102-56	504-81	50-31	454-50
Total mileage owned (single track).....	402-25	102-56	504-81	50-31	454-50

RENEWAL OF TIES—STATE OF OREGON.

Kind.	Number.	Average price at distributing point.
Fir and tamarack	165,660	Costs, 199¼, each
Total	165,660	199¼, each

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF OREGON.

Locomotives.	Coal.		Wood.		Total fuel consumed.	Miles run.	Average pounds consumed per mile.
	Anthractive.	Bituminous.	Hard.	Soft.			
	Tons.	Tons.	Cords.	Cords.	Tons.		
Passenger	27,534.1494	400.29	738.78	51,187.245	27,734.1788	644,398	86.08
Freight, includes way switching	50,817.1467	158.54	110.39	10,984.1892	51,187.245	1,189,523	86.06
Switching	10,905.851				10,984.1892	255,392	86.02
Construction	7,593.241				7,648.625	177,732	86.07
Total	96,851.58	1,408.00			97,555.53	2,267,025	86.06
Average cost at distributing point	\$ 3.3497	\$ 1.2655			\$ 3.9325		

ACCIDENTS TO PERSONS—STATE OF OREGON.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		5		1				6
Falling from trains and engines.....		2				2		4
Other train accidents.....		2						2
Other causes.....	1	9		4	1	91	2	104
Total.....	1	18		5	1	93	2	116

Kind of accident.	Others.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailments.....			2				2	
At highway crossings.....					1			1
At stations.....				1				1
Other causes.....		4	7	9		3	7	16
Total.....		4	9	10		4	9	18

OTHER TRAIN ACCIDENTS—EMPLOYEES.

Trainmen injured: Engineer; September 6, 1895; engine took siding, engineer fearing collision jumped, breaking his leg. Brakemen; September 6, 1895; engine took siding, bad cut over the eye.

OTHER CAUSES.

Trainmen injured: Brakeman; August 8, 1895; knocked off car, struck telegraph pole standing too close to track. Engineer; October 18, 1895; fell from trestle, was walking across. Fireman; October 22, 1895; lump of coal fell on hand. Brakeman; December 24, 1895; finger hurt adjusting chair in chair car. Fireman; February 15, 1896; slightly injured by water glass breaking. Brakeman; March 3, 1896; eye cut by sudden stopping of train. Fireman; February 12, 1896; finger mashed, caught in coal gate. Fireman; April 23, 1896; leg cut, struck by piece of steel from hammer. Brakeman; June 24, 1896; wrenched leg, piece of timber turned under foot.

Trainmen killed: Brakeman; June 15, 1896; brakestaff breaking.

Switchmen, flagmen, and watchmen injured: Switchman; August 26, 1895; grab iron on car gave way, causing him to fall to the ground hurting leg. Switchman; September 28, 1895; back sprained on account of tight switch. Switchman; November 4, 1895; thrown from platform of passenger car by same stopping too quickly. Watchman; February 23, 1896; fell through a hole in Ainsworth dock.

Other employees injured: Car repairer; July 1, 1895; finger taken off by being caught between drawbar and body of car. Carpenter; July 3, 1895; thumb cut. Machinist; July 3, 1895; struck a percussion cap with hammer. Wiper; July 17, 1895; fell from a car, slight injuries. Car inspector; July 31, 1895; struck knee with hatchet. Laborer; August 1, 1895; fell from moving hand car. Wiper; August 1, 1895; pilot slipped when removing it from engine, bruising knee. Laborer; August 7, 1895; fell from a scaffold, slight injuries. Wiper; August 8, 1895; finger mashed by disconnecting engine and tank. Laborer; August 12, 1895; left foot bruised by dump cart. Laborer; August 21, 1895; struck foot with a pick. Blacksmith helper; August 22, 1895; foot bruised while repairing engine. Carpenter; August 28, 1895; timber fell on foot. Blacksmith helper; August 30, 1895; struck head against bottom of fire box. Blacksmith helper; September 10, 1895; hot cinder in eye. Bridge carpenter; September 18, 1895; breast-bone broken by iron falling and striking him. Machinist; September 22, 1895; fell, injuring arm and elbow. Section laborer; October 4, 1895; putting out fire, bridge fell on him. Section laborer; October 4, 1895; rail fell on his foot. Carpenter; October 5, 1895; fell from

bridge. Section laborer; October 8, 1895; rail fell on foot. Section foreman; October 22, 1895; slipped and fell on side and back, breaking a rib. Section foreman; October 29, 1895; derailment of hand car. Section laborer; October 29, 1895; derailment of hand car. Wiper; October 30, 1895; leg hurt, caught between coal chute and engine cab. Laborer; October 31, 1895; sand bank caved in on him. Section foreman; November 5, 1895; tie fell on his foot. Bridge carpenter; November 12, 1895; springer slipped off jack, spraining wrist. Carpenter; November 15, 1895; cut on knee by adz flying up. Machine helper; November 18, 1895; finger caught in gearing of machinery. Bridge carpenter; November 18, 1895; fell from hand car, slight injuries. Laborer; November 18, 1895; fell between two cars, hurting leg and head. Tinner; November 18, 1895; eye injured getting plug out of heater. Blacksmith helper; November 23, 1895; finger hurt taking flues out of engine. Machinist; November 30, 1895; bar of iron fell on finger. Laborer; December 3, 1895; foot caught between dump car and rail. Laborer; December 5, 1895; foot bruised while loading rock on flat car. Millman; December 10, 1895; car sill slipped off dolly, injuring foot. Section laborer; December 11, 1895; slipped on snow, injuring head. Stationary engineer; December 17, 1895; foot bruised by wood falling on it. Blacksmith; December 28, 1895; foot bruised while repairing locomotive. Laborer; December 24, 1895; side bruised by landslide. Blacksmith helper; December 3, 1895; hand hurt working on brake lever. Carpenter; December 23, 1895; slipped and fell on sidewalk. Laborer; December 31, 1895; slipped and fell, fracturing three ribs. Section laborer; January 3, 1896; back sprained loading scrapiron. Car repairer; January 10, 1896; struck in the mouth by a stick of timber. Piledriver man; January 10, 1896; hammer of piledriver struck pile ring, causing it to bound, hitting him on the neck. Laborer; January 14, 1896; wedge flying struck him on head, injuring scalp slightly. Car repairer; January 24, 1896; finger hurt with hammer. Wiper; January 25, 1896; leg hurt, walked into a hole in floor. Blacksmith; January 31, 1896; hand caught in crank chain. Stationary engineer; February 3, 1896; hand caught in excentric rod. Bridge carpenter; February 4, 1896; wrist sprained by being caught between timbers. Machine helper; February 5, 1896; angle iron falling on planer crushed his hand. Millman; February 6, 1896; sill fell and bruised leg. Section foreman; February 8, 1896; knee injured by landslide. Carpenter; February 8, 1896; wrist injured by sliver. Ship carpenter; February 13, 1896; eye put out by piece of steel hitting it. Carpenter; February 15, 1896; head hurt by derailment of hand car. Machinist; February 18, 1896; fell off steps of engine, slightly injured. Car repairer; February 20, 1896; hand hurt, wrench slipped off nut. Carpenter; February 21, 1896; struck foot with a pick. Laborer; February 24, 1896; leg hurt, fell off scaffold. Car repairer; February 26, 1896; head hurt by something falling off top of car and striking him. Check clerk; February 29, 1896; slipped and fell from drawhead while examining car seals. Car repairer; March 3, 1896; struck on head by flying bolt. Carpenter; March 4, 1896; side hurt by falling from ladder. Machinist; March 10, 1896; struck in the face while working with emery wheel. Machine helper; March 17, 1896; back sprained lifting pipe. Laborer; March 31, 1896; hand hurt loading freight. Laborer; April 20, 1896; hand bruised trimming coal. Laborer; April 29, 1896; sprained ankle. Section laborer; May 25, 1896; leg broken, hip injured, struck by cable attached to plow on work train. Blacksmith helper; May 21, 1896; hand and arm hurt, hammer fell on piece of iron. Car repairer; May 26, 1896; head hurt, trestle fell hitting him on head. Car repairer; May 26, 1896; back sprained, wrench slipped off nut. Machinist; May 30, 1896; hand hurt, slipped and fell on lathe. Laborer; June 9, 1896; finger cut off, rail fell on it. Laborer; June 13, 1896; finger cut off, was loading switch material. Laborer; June 13, 1896; leg bruised, struck by shovel. Laborer; January 15, 1896; foot and ankle hurt, cart turned over. Longshoreman; June 16, 1896; foot hurt, rail fell on it. Laborer; June 19, 1896; big toe hurt, track rail rolled on it. Laborer; June 23, 1896; right hand hurt loading rock. Laborer; June 23, 1896; back strained lifting. Laborer; June 23, 1896; three fingers nearly cut off loading rock. Laborer; June 24, 1896; ankle bruised, feet hanging over side of moving hand car. Machinist; June 25, 1896; cut between eyes, covering on buffer wheel came off striking him in the face. Laborer; June 29, 1896; finger slightly bruised. Carpenter; June 30, 1896; head cut, fell from ladder.

Killed: Laborer; October 29, 1895; sand bank caved in on him.
 Passengers injured: Passenger; July 31, 1895; face cut by stone thrown through car window. Passenger; September 19, 1895; stepped off moving train. Passenger; September 23, 1895; walking on platform, stumbled and fell. Passenger; October 11, 1895; fell off car platform.

Trespassers injured: Outsider; July 6, 1895; jumped from train, slightly bruised. Tramp; October 10, 1895; foot caught between cars. Outsider; September 24, 1895; was walking across bridge, train passing caused him to fall off. Tramp; December 13, 1895; fell from train, arm nearly cut off. Outsider; January 11, 1896; crossing railroad bridge on foot, stubbed his toe and fell from bridge to ground. Outsider; April 13, 1896; leg cut off, fell under moving train. Outsider; May 13, 1896; shoulder broken, walking on track, struck by train. Outsider; May 29, 1896; was drunk, crossing bridge on foot and fell. Outsider; June 30, 1896; head hurt, fell asleep along side of track, head resting on a tie.

Trespassers killed: Tramp; August 1, 1895; fell under a moving train. Trespasser; September 8, 1895; stepped in front of a moving train. Outsider; March 3, 1896; found dead along side of track, supposed to have been drunk. Trespasser; March 10, 1896; struck by engine while walking on track. Tramp; March 18, 1896; supposed to have fallen under train. Tramp; May 14, 1896; stealing ride on train. Outsider; May 8, 1896; drunk, lying on track asleep.

Not trespassing, injured: Outsider; July 26, 1895; foot caught in frog. Outsider; September 7, 1895; thrown from wagon by fast driving over rough crossing. Outsider; June 1, 1896; hand badly hurt, struck by a train.

CHARACTERISTICS OF ROAD—STATE OF OREGON.

Working divisions or branches.			Alignment.			Profile.			
From —	To —	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Ascending grades.		Descending grades.	
				Miles.	Miles.	Number.	Sum of ascents.	Number.	Sum of descents.
							Fect.		Fect.
									Miles.
Portland	Dalles	85.91	421	45.3	40.6	42	631.8	41	561.7
Dalles	Umatilla	98.70	290	28.98	69.72	84	675.3	73	479
Umatilla	Pendleton	44.15	136	21.28	22.87	50	960	16	193
Pendleton	La Grande	74.25	189	28.98	45.27	63	8,119	16	1,455
La Grande	Baker City	51.78	147	14.36	37.42	87	1,111	99	415.7
Baker City	Huntington	47.87	85	13.13	34.74	21	533.6	62	1,848
Umatilla	State line, near Wallula	20.76	52	4.37	16.39	10	177	9	1,162
Pendleton	State line, near Wallula	41.74	75	10.99	30.75	35	1,017.3	37	1,442.5
Heppner Junction.	Heppner	45.90	65	12.5	32.9	23	1,672	1	8
La Grande	Elgin	20.89	18	3.69	17.20	7	77	20	193
East Portland	End of Oregon Railway and Navigation Company's track, Albina.	2.13	18	1.11	1.02				
Total		533.58	1,496	184.69	348.88	422	9,974.0	374	6,757.9
				66.05			292.10		175.36

CHARACTERISTICS OF ROAD — STATE OF OREGON — CONTINUED.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.
		Fect.	In.	Fect.	In.	Fect.	In.			
Bridges —										
Iron	5	2,560	0	175	0	1,235	0	Overhead highway crossings—	1	20 0
Wooden	50	5,729	0	42	0	474	0	Bridges	5	21 0
Total	55	8,289	0					Trestles		
Trestles	599	65,585	0	16	0	1,720	0	Total	6	
Tunnels	6	2,581	0	269	0	620	0			

Gauge of track — Four feet eight and one half inches; five hundred and thirty-one and four hundredths miles.

CHARACTERISTICS OF ROAD—STATE OF OREGON — CONCLUDED.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Name of operating company.	Miles of wire.	Operated by this company.	
		Miles of line.	Miles of wire.
Oregon Railway and Navigation Company-----	834.8	-----	834.8

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
430.4	1,069.1	Western Union Telegraph Company-----	Western Union Telegraph Company.
-----	212.9	Western Union Telegraph Company-----	Oregon Railway and Navigation Company.

CAR MILEAGE

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS
NOR CONSIGNED FOR USE BY LEASE.

Cars used.		Compensation.	
Name of owner.	Description.	Rate.	Amount.
Armour and Company-----	Refrigerator-----	1 cent-----	\$ 1,218 79
American Brewing Company, Refrigerator line-----	Refrigerator-----	1 cent-----	8 06
American Refrigerator Transit Company-----	Refrigerator-----	1 cent-----	17 72
American Cereal Company's Despatch-----	Box-----	$\frac{1}{2}$ of a cent-----	16 59
Arms' Palace Horse Car Company-----	Stock-----	$\frac{1}{2}$ of a cent-----	3 10
Continental Fruit Express-----	Refrigerator-----	1 cent-----	293 26
Cudahy Refrigerator Line-----	Refrigerator-----	1 cent-----	65 86
Canada Cattle Car Company-----	Stock-----	$\frac{1}{2}$ of a cent-----	61 84
Cedar Rapids Refrigerator Express-----	Refrigerator-----	1 cent-----	32 24
California Fruit Transportation Company-----	Refrigerator-----	1 cent-----	112 39
Haven, Geo. P., and Company-----	Box-----	$\frac{1}{2}$ of a cent-----	879 50
Hammond Company, G. H., Refrigerator Line-----	Refrigerator-----	1 cent-----	16 93
Kansas City Dressed Beef Line-----	Refrigerator-----	1 cent-----	24 18
Mann Brothers-----	Box-----	$\frac{1}{2}$ of a cent-----	2 69
Merchants' Despatch Transportation Company-----	Box-----	$\frac{1}{2}$ of a cent-----	44 76
National Rolling Stock Company-----	Box-----	$\frac{1}{2}$ of a cent-----	4 51
Pullman Palace Car Company-----	Sleeper-----	2 cents-----	4,589 24
Pullman Palace Car Company-----	Tourist-----	1 cent-----	2,833 43
St. Louis Refrigerator Car Company-----	Refrigerator-----	1 cent-----	120 05
Swift's Refrigerator Car Line-----	Refrigerator-----	1 cent-----	9 76
St. Charles Car Company-----	Box-----	$\frac{1}{2}$ of a cent-----	43 06
Southwestern Millers' Despatch-----	Box-----	$\frac{1}{2}$ of a cent-----	4 84
Streets' Western Stable Car Line-----	Stock-----	$\frac{1}{2}$ of a cent-----	39 56
Union Refrigerator Transit Company-----	Refrigerator-----	1 cent-----	136 84
Union Tank Line-----	Oil tank-----	$\frac{3}{4}$ of a cent-----	1,310 78
Wagner Palace Car Company-----	Sleeper-----	2 cents-----	1,588 68
Wagner Palace Car Company-----	Tourist-----	1 cent-----	205 53
Total-----			\$ 13,684 21

OATH.

STATE OF OREGON,

County of Multnomah. } ss.

We, the undersigned, E. McNeill, receiver, and E. S. Benson, general auditor for receiver of the Oregon Railway and Navigation Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. MCNEILL,
Receiver.
E. S. BENSON,
General Auditor.

Subscribed and sworn to before me this nineteenth day of October, 1896.

J. M. LONG,
Notary Public for Oregon.

ANNUAL REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY.

[EDWIN H. M'HENRY AND FRANK G. BIGELOW, RECEIVERS.]

For the year ending June 30, 1896.

HISTORY.

1. Name of common carrier making this report: Northern Pacific Railroad Company, Edwin H. McHenry and Frank G. Bigelow, receivers.
2. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chartered by act of congress, July 2, 1864.
3. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: Not a consolidated company.
4. If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Northern Pacific Railroad Company. Chartered by act of congress, July 2, 1864.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
Brayton Ives	New York City, New York.....	October, 1896
August Belmont.....	New York City, New York.....	October, 1896
Henry L. Burnett.....	New York City, New York.....	October, 1896
J. Horace Harding.....	Philadelphia, Pennsylvania.....	October, 1896
Marcellus Hartley.....	Philadelphia, Pennsylvania.....	October, 1896
Edward C. Hegler.....	La Salle, Illinois.....	October, 1896
William E. Rogers.....	New York City, New York.....	October, 1896
Wilber F. Sanders.....	Helena, Montana.....	October, 1896
John E. Searles.....	New York City, New York.....	October, 1896
Winthrop Smith.....	Philadelphia, Pennsylvania.....	October, 1896
Charlemagne Tower, Jr.	Philadelphia, Pennsylvania.....	October, 1896
Donald Mackay.....	New York City, New York.....	October, 1896
Silas W. Pettit.....	Philadelphia, Pennsylvania.....	October, 1896

Total number of stockholders at date of last election: Six thousand two hundred and thirty-four.

Date of last meeting of stockholders for election of directors: October 17, 1895.

Postoffice address of general office of receivers: No. 45 Wall street, New York City, New York.

Postoffice address of operating office: St. Paul, Minnesota.

Name and address of officer to whom correspondence regarding this report should be addressed: John Scott, comptroller, St. Paul, Minnesota.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Receiver.....	Edwin H. McHenry.....	St. Paul, Minnesota.
Receiver.....	Frank G. Bigelow.....	Milwaukee, Wisconsin.
President.....	Brayton Ives.....	New York City, New York.
First vice-president.....	Donald Mackay.....	New York City, New York.
Secretary, corporation.....	George W. Board.....	New York City, New York.
Treasurer.....	C. A. Clark.....	St. Paul, Minnesota.
Assistant treasurer.....	W. G. Ward.....	New York City, New York.
Attorney, or general counsel.....	C. W. Buun.....	St. Paul, Minnesota.
Comptroller.....	John Scott.....	New York City, New York.
Auditor.....	M. P. Martin.....	St. Paul, Minnesota.
Assistant auditor.....	A. S. Morton.....	St. Paul, Minnesota.
General manager.....	J. W. Kendrick.....	St. Paul, Minnesota.
Assistant general manager.....	W. G. Pearce.....	St. Paul, Minnesota.
Chief engineer.....	W. L. Darling.....	St. Paul, Minnesota.
General superintendent.....	M. C. Kimberly.....	St. Paul, Minnesota.
Assistant general superintendent.....	G. W. Dickinson.....	Tacoma, Washington.
Division superintendent.....	A. E. Law.....	Minneapolis, Minnesota.
Division superintendent.....	F. W. Wilsey.....	Duluth, Minnesota.
Division superintendent.....	G. W. Vanderslice.....	Winnipeg, Manitoba.
Division superintendent.....	C. J. Wilson.....	Jamestown, North Dakota.
Division superintendent.....	F. C. Potter.....	Glendive, Montana.
Division superintendent.....	J. D. Finn.....	Livingston, Montana.
Division superintendent.....	E. J. Pearson.....	Missoula, Montana.
Division superintendent.....	F. W. Gilbert.....	Spokane, Washington.
Division superintendent.....	Joseph McCabe.....	Tacoma, Washington.
Superintendent of telegraph.....	O. C. Greene.....	St. Paul, Minnesota.
Traffic manager.....	J. M. Hannaford.....	St. Paul, Minnesota.
General freight agent.....	S. L. Moore.....	St. Paul, Minnesota.
Assistant general freight agent.....	S. G. Fulton.....	Portland, Oregon.
General passenger agent.....	Charles S. Fee.....	St. Paul, Minnesota.
Assistant general passenger agent.....	B. N. Austin.....	St. Paul, Minnesota.
General ticket agent.....	Charles S. Fee.....	St. Paul, Minnesota.
Assistant general ticket agent.....	A. L. Craig.....	St. Paul, Minnesota.
General baggage agent.....	W. H. Lowe.....	St. Paul, Minnesota.
Superintendent of express.....	J. M. Hannaford.....	St. Paul, Minnesota.
Land commissioner.....	William H. Phipps.....	St. Paul, Minnesota.

PROPERTY OPERATED—STATE OF OREGON.

Name.	Terminals.		Miles of line for each class of roads named.	Miles of line for each class of roads named.
	To—	From—		
Northern Pacific Railroad Company	Washington state line	Portland	38.66	38.68
Sundry spurs.			1.02	1.32
Northern Pacific Terminal Company.	Tracks in Portland			.49
Crossing of Columbia river, one half of .98 miles				
Total				41.49

Average mileage operated during the year, forty and forty-seven hundredths miles.

PROPERTY OPERATED—ENTIRE LINE.

Name of every railroad the operations of which are included in the income account.

In giving roads below, observe the following classification and order:—

1. Railroad line represented by capital stock:
 - (a) Main line and spurs.
 - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each class of roads named.	Miles of line for each class of roads named.
	From—	To—		
Class I—				
(a) Northern Pacific Railroad Company	Ashland, Wisconsin	Portland, Oregon	2,136.06	
(b) Sundry branches and spurs			81.57	
Class II—				2,217.63
Little Falls and Dakota Railroad Company	Little Falls, Minnesota	Morris, Minnesota	89.28	
Northern Pacific, Fergus and Black Hills Railroad Company	Wadena Junction, Minnesota	Minot, North Dakota	117.23	
Southeast Dakota Railroad Company	Fairview, North Dakota	Bayne, North Dakota	14.84	
Fargo and Southwestern Railroad Company	Fargo Junction, North Dakota	La Moure, North Dakota	87.51	
Northern Pacific, La Moure and Missouri River Railroad Co.	La Moure, North Dakota	Edgerley, North Dakota	21.33	
Sanborn, Cooperstown and Turtle Mountain Railroad Co.	Sanborn, North Dakota	Cooperstown, North Dakota	36.75	
Jamestown and Northern Railroad Company	Jamestown and Carrington	Minnewaukan and Sykeston	102.59	

Jamestown and Northern Extension Railroad Company	Minnewaukan, North Dakota	Leeds, North Dakota	18-03
Duluth, Crookston and Northern Railroad Company	Fertile, Minnesota	Carthage, Minnesota	44-51
Northern Pacific and Manitoba Railroad Company	International Boundary	Winnipeg, Manitoba	65-94
Northern Pacific and Manitoba Railroad Company	Portage Junction	Brandon	52-52
Northern Pacific and Manitoba Railroad Company	Morris	Portage la Prairie	145-42
Winnipeg Transfer Railroad Company	Tracts in Winnipeg		1-24
Rocky Fork and Cooke City Railroad Company	Laurel, Montana	Red Lodge, Montana	45-43
Rocky Mountain Railroad Company of Montana	Livingston, Montana	Cinnabar, Montana	62-89
Helena and Jefferson County Railroad Company	Prickly Pear Junction, Montana	Wickes, Montana	22-07
Coeur d'Alene Railway and Navigation Company	Mission, Idaho	Burke and State Line, Idaho	52-55
Spokane Falls and Idaho Railroad Company	Hausen Junction, Idaho	Coeur d'Alene, Idaho	14-27
Clealum Railroad Company	Clealum, Washington	Mine No. 3, Washington	5-37
Green River and Northern Railroad Company	Palmer, Washington	Niblocks and Kangley, Wash.	12-48
Northern Pacific and Cascade Railroad Company	Cascade, Washington	Wilkeson and Carbonado, Wash.	19-48
Tacoma, Orting and Southeastern Railroad Company	Orting, Washington	Puyallup River, Washington	10-92
Northern Pacific and Puget Sound Shore Railroad Company	Meeker, Washington	Seattle and Seattle Belt Line, Wn.	44-38
United Railroads of Washington	Centralia and Lakeview, Wash.	Ocozia and Cosmopolis	
United Railroads of Washington	Aberdeen Junction, Washington	Aberdeen	184-37
United Railroads of Washington	Chehalis, Washington	South Bend	
Class IV—			1,261-00
St. Paul and Northern Pacific Railroad Company	St. Paul, Minnesota	Staples and Brainerd	192-50
Duluth and Manitoba Railroad Company	Winnipeg Junction, Minnesota	International Boundary	210-12
James River Valley Railroad Company	Jamestown, North Dakota	Oakes, North Dakota	63-75
Northern Pacific and Montana Railroad Company	Logan and DeSmet	Butte and State Line	
Northern Pacific and Montana Railroad Company	Jefferson	Calvin	
Northern Pacific and Montana Railroad Company	Boulder	Elkhorn	367-38
Northern Pacific and Montana Railroad Company	Clough Junction	Marysville	
Northern Pacific and Montana Railroad Company	Drummond	Rumsey	
Northern Pacific and Montana Railroad Company	Missoula	Granada	
Northern Pacific and Montana Railroad Company	Helena, Montana	Rimmi, Montana	18-16
Helena and Red Mountain Railroad Company	Marshall, Washington	Julietta and Genesee, Idaho	153-75
Spokane and Palouse Railroad Company			1,005-66
Class V—			
St. Paul Union Depot Company	In St. Paul, Minnesota		56
Great Northern Railway Company	St. Paul, Minnesota	Minneapolis, Minnesota	12-12
Minneapolis Union Railway Company	In Minneapolis, Minnesota		2-60
Minneapolis and St. Louis Railway Company	In Minneapolis, Minnesota		1-62
Northern Pacific Terminal Company	In Portland, Oregon		1-32
Tracts owned jointly—			18-22
Northern Pacific Railroad and St. Paul and Duluth R. R. Co.	Carlton	Duluth	22-92
Northern Pacific, St. Paul and Superior Short Line Co., etc.	Spurs and terminals	Tracts in Duluth	6-38
Northern Pacific, St. Paul and Superior Short Line Co., etc.	Spurs and terminals	Tracts in Superior	1-01
			30-31
			4,532-32
			38
			4,553-80
Crossing Columbia River.			
Total mileage operated			
Average mileage operated during year, four thousand four hundred and four and thirty-four hundredths miles.			

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount issued and outstanding.</i>
Capital stock —				
Common	490,000	\$ 100 00	\$49,000,000 00	\$ 49,000,000 00
Preferred	510,000	100 00	51,000,000 00	35,238,346 86
Total	1,000,000	\$ 100 00	\$100,000,000 00	\$ 84,238,346 86

<i>Manner of payment for capital stock.</i>	<i>Total number shares issued</i>	<i>Total cash realized.</i>
Issued for reorganization —		
Common	490,000	\$ 49,000,000 00
Preferred	510,000	51,000,000 00
Total	1,000,000	\$100,000,000 00

REMARKS.—All stock is issued in consideration and in pursuance of the plan of reorganization adopted at a meeting of the holders of the first mortgage bonds of the former organization, reorganized and affirmed by the court in the proceedings whereby said mortgage was foreclosed. Copy of plan of reorganization filed with report for the year ending June 30, 1888.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of Authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
General first mortgage	1881	1921	\$46,943,000 00	\$46,943,000 00	\$ 41,541,000 00
General second mortgage	1883	1923	20,000,000 00	20,000,000 00	19,216,000 00
General third mortgage	1887	1937	20,000,000 00	11,461,000 00	11,461,000 00
Consolidated mortgage	1889	1939	160,000,000 00	48,867,000 00	48,867,000 00
Missouri division mortgage	1879	1919	2,500,000 00	2,500,000 00	1,736,000 00
Pen d'Orielle mortgage	1879	1919	4,500,000 00	4,500,000 00	344,000 00
Division certificates extended	1887	1907	4,640,821 20	4,640,821 20	519,500 00
Collateral trust notes	1883	1998	15,000,000 00	9,494,000 00	9,494,000 00
Total—			\$250,583,821 20	\$188,911,821 20	\$128,744,500 00
Mortgage bonds			15,000,000 00	9,494,000 00	9,494,000 00
Miscellaneous obligations					
Grand total			\$285,583,821 20	\$148,405,821 20	\$138,238,500 00

FUNDED DEBT — CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Cash realized on amount issued.	Interest.		
		Rate.	When payable.	Amount accrued during year. Amount paid during year.
General first mortgage	\$ 44,135,290 80	6%	Jan. and July	\$ 2,522,790 00 \$ 2,545,500 00
General second mortgage	16,485,689 76	6%	Apr. and Oct.	1,152,980 00 510 00
General third mortgage	9,107,921 00	6%	June and Dec.	627,600 00 90 00
Consolidated mortgage	42,136,751 62	5%	June and Dec.	2,276,000 00
Missouri division mortgage	2,408,723 62	5%	June and Dec.	104,115 00
Pen d Orielle mortgage	4,325,599 73	6%	May and Nov.	110,355 00
Dividend certificates extended	4,640,821 20	6%	Mar. and Sept.	24,280 00
Collateral trust notes	9,007,550 00	6%	Jan. and July	31,170 00
			May and Nov.	533,640 00
Total —	\$123,422,112 13			6,800,915 00 \$ 2,678,715 00
Mortgage bonds	9,007,955 00			593,640 00 533,650 00
Miscellaneous obligations				
Grand total	\$132,430,062 13			\$ 7,370,555 00 \$ 3,232,865 00

FUNDED DEBT—CONCLUDED.

EQUIPMENT TRUST OBLIGATIONS.

A. GENERAL STATEMENT.

Series or other designation.	Date of contract.	Term.	Number of payments.	Equipment covered.
		Years.		
Northwest Equipment Co.-----	1888	10	1	82 locomotives.
Northwest Equipment Co.-----	1888	10	1	2,630 box cars.
Northwest Equipment Co.-----	1888	10	1	500 coal and dump cars.
Northwest Equipment Co.-----	1888	10	1	550 furniture cars.
Northwest Equipment Co.-----	1888	10	1	10 passenger cars.
Northwest Equipment Co.-----	1888	10	1	50 refrigerator cars.
Northwest Equipment Co.-----	1888	10	1	5 express cars.
Northwest Equipment Co.-----	1888	10	1	20 emigrant cars.
Northwest Equipment Co.-----	1888	10	1	6 mail and express cars.

B. STATEMENT OF AMOUNT.

Series or other designation.	Deferred payments—principal.		Deferred payments—interest.		Rate.
	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	
Northwest Equipment Co.-----	\$ 3,000,000 00	\$ 3,000,000 00	\$ 210,000 00	\$ 210,000 00	7%

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds-----	\$138,911,821 20	\$123,744,500 00	\$ 6,800,915 00	\$ 2,678,715 00
Miscellaneous obligations-----	9,494,000 00	9,494,000 00	569,640 00	553,650 00
Equipment trust obligations-----	3,000,000 00	3,000,000 00	210,000 00	210,000 00
Total-----	\$151,405,821 20	\$136,238,500 00	\$ 7,580,555 00	\$ 3,442,365 00

RECEIVERS' CERTIFICATES.

Date issued.	Amount loaned.	Amount outstanding.	Principal.		Interest.		
			Amount paid.	Amount funded or otherwise disposed of.	Amount accrued during year.	Amount paid during year.	Rate.
October 1, 1883 (dated October 1, 1884)							
October 31, 1884	\$ 2,027,000 00	\$ 2,500,000 00	\$ 2,027,000 00	\$			
December 31, 1884	2,500,000 00	2,500,000 00					
December 14, 1884	1,260,000 00	1,260,000 00					
December 31, 1884	370,000 00	370,000 00			\$ 294,000 00	\$ 294,000 00	6%
February 28, 1885	770,000 00	770,000 00					
Total	\$ 6,927,000 00	\$ 4,900,000 00	\$ 2,027,000 00	\$	\$ 294,000 00	\$ 294,000 00	

CURRENT ASSETS AND LIABILITIES.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1895.	
Cash	\$ 4,181,394 50	Receiver's certificates	\$ 4,900,000 00
Bills receivable	197,860 81	Loans and bills payable	200,000 00
Due from agents and conductors	533,346 66	Audited vouchers and accounts	2,468,032 34
Due from companies and individuals	2,321,433 55	Wages and salaries	961,344 56
Net traffic balances due from other companies	40,160 77	Dividends not called for	7,144 00
Total — cash and current assets	\$ 7,279,176 29	Matured interest coupons unpaid, including coupons due July 1st	\$ 13,733,085 42
Balance — current liabilities	15,010,600 03	Total	\$ 22,289,776 32
Total	\$22,289,776 32		

Materials and supplies on hand, \$1,206,452 34.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of line.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$ 84,288,846 86	\$ 84,288,846 86	\$ -----	3,441 '64	\$ 24,476 00
Bonds*	129,376,500 00	129,376,500 00	-----	3,441 '64	37,592 00
Equipment trust obligations	3,000,000 00	3,000,000 00	-----	3,441 '64	872 00
Total	\$216,614,846 86	\$216,614,846 86	\$ -----	3,441 '64	\$ 62,940 00

* Northern Pacific consolidated mortgage bonds, issued for Central Washington Railway bonds, \$400,000; issued for Northern Pacific and Montana Railroad bonds, \$3,462,000; total, \$3,862,000. Deducted from Northern Pacific Railroad and added to branch lines.

REPORT OF RAILROAD COMMISSIONERS.

RECAPITULATION — CONCLUDED.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Total.	Amount per mile of line.	
				Miles.	Amount.
Northern Pacific Railroad and branch lines owned	\$ 84,238,946 86	\$182,876,500 00	\$216,614,846 86	3,441.64	\$ 62,940 00
James River Valley Railroad Company	1,000,000 00	963,000 00	1,963,000 00	63.75	30,782 00
Spokane and Palouse Railroad Company	1,000,000 00	1,766,000 00	2,766,000 00	153.75	17,990 00
Duluth and Manitoba Railroad Company	2,000,000 00	3,101,000 00	5,101,000 00	210.12	24,272 00
Helena and Red Mountain Railroad Company	400,000 00	400,000 00	800,000 00	18.16	44,063 00
Northern Pacific and Montana Railroad Company	1,878,600 00	8,843,000 00	10,721,600 00	367.88	29,184 00
Coeur d'Alene Railway and Navigation Company	1,000,000 00	1,238,000 00	2,238,000 00	62.15	42,915 00
St. Paul and Northern Pacific Railroad Company	7,000,000 00	8,423,000 00	15,423,000 00	192.50	80,119 00
Central Washington Railroad turned over to Receiver Chamberlin November 1, 1895.	\$ 98,516,946 86	\$157,110,500 00	\$255,627,446 86	4,499.45	\$ 56,813 00
	1,500,000 00	2,150,000 00	3,650,000 00	109.41	33,361 00
Total	\$100,016,946 86	\$159,260,500 00	\$259,277,446 86	4,608.86	\$ 56,256 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1895.	Total cost to June 30, 1896.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction —						
Property acquired under decree	\$ 5,400 56		\$ Cr. 186,728 82	\$ 67,762,704 80	\$ 67,576,065 94	
Right of way	2,800 00		Cr. 104,611 19	281,203 66	301,189 83	
Other real estate	19,268 96			276,062 18	380,663 87	
Fences	228,278 45			322,701 02	322,701 02	
Grading and bridge and culvert masonry	179,681 27			21,108,904 43	21,168,904 43	
Bridges and trestles.	39,939 47			8,946,632 07	8,946,632 07	
Rails	1,116 90			12,063,196 01	12,063,196 01	
Ties	2,761 76			2,231,149 42	2,231,149 42	
Other superstructure	56,360 94			4,222,449 70	4,222,449 70	
Buildings, furniture, and fixtures				6,302,330 29	6,302,330 29	
Shop machinery and tools	10,210 52			354,926 01	354,926 01	
Engineering expenses			240 00	2,890,326 39	2,890,326 39	
Interest during construction				4,534,882 15	4,534,882 15	
Discount on securities sold for construction				17,570,100 16	17,569,743 28	
Telegraph line	1,632 12		Cr. 356 90	298,594 86	298,594 86	
Wharfing, etc.	46,775 56			639,924 96	639,924 96	
Sidings and yard extensions	88,858 16			1,968,562 72	1,968,562 72	
Terminal facilities and elevators.	72,639 73			5,270 81	5,270 81	
Road built by contract (branch lines)				35,048,691 33	35,048,748 79	
Purchase of constructed road (one half interest, St. Paul and Duluth, twenty-two and ninety-two hundredths miles)			57 46			
Other items						
	33,986 87			500,000 00	500,000 00	
			Cr. 2,675 62	2,753,289 41	2,750,568 79	
Total construction	\$ 789,261 26	\$	Cr. 84,866 52	\$190,251,950 88	\$190,167,084 36	\$ 55,254 79

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—CONCLUDED.

Item.	Expenditures during year.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	Cost per mile.
	Included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.			
Total construction	\$ 789,261 26	\$	\$ Cr. 84,866 52	\$190,251,950 88	\$190,167,084 36	\$ 55,254 79
Equipment —						
Discount on bonds				989,858 42	989,858 42	
Locomotives				6,135,421 08	6,137,221 08	
Passenger cars			1,800 00	1,104,611 83	1,104,611 83	
Sleeping parlor, and dining cars				791,205 08	791,205 08	
Baggage, express, and postal cars				339,073 31	339,073 31	
Combination cars				91,855 00	91,855 00	
Freight cars				8,257,289 30	8,257,289 30	
Other cars of all classes				840,535 26	840,535 26	
Trust equipment				3,032,526 48	3,032,526 48	
Floating equipment				450,453 96	450,453 96	
Total equipment	\$	\$	\$ 1,800 00	\$ 21,982,829 72	\$ 21,984,629 72	\$ 6,387 83
Grand total cost, construction, equipment, etc.	\$	\$	\$ Cr. 83,066 52	\$212,234,780 60	\$212,151,714 08	\$ 61,642 62

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation	\$20,049,986 52	\$.....
Less operating expenses	12,207,406 77	.....
Income from operation	\$.....	7,842,579 75
Dividends on stocks owned	485,500 00	.....
Interest on bonds owned	17,497 73	.....
Miscellaneous income — less expenses	145,055 97	.....
Income from other sources	\$.....	651,053 70
Total income .....	.....	\$ 8,493,633 45
Deductions from income —		
Interest on funded debt accrued	7,580,555 00	.....
Interest on interest-bearing current liabilities accrued, not otherwise provided for	294,000 00	.....
Rents paid for lease of road	1,796,907 52	.....
Taxes	509,708 22	.....
Sinking fund requirements	1,372,447 63	.....
Other deductions	122,135 43	.....
Total deductions from income	\$.....	11,675,753 80
Deficit .....	.....	\$ 3,182,120 35
Sinking fund investments .....	.....	1,316,241 44
Deficit from operations of year ending June 30, 1896 .....	.....	\$ 1,865,878 91
Deficit on June 30, 1895 .....	.....	\$ 321,199 30
Deductions for year .....	.....	\$ 1,865,878 91
Deficit on June 30, 1896 .....	.....	\$ 2,187,078 21

EARNINGS FROM OPERATION—STATE OF OREGON.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions— account of repay- ments, etc.</i>	<i>Actual earnings.</i>
Passenger —			
Passenger revenue.....	\$ 73,863 75	\$	\$
Less repayments —			
Tickets redeemed.....		537 79	
Excess fares refunded		1 35	
Other repayments.....		375 12	
Total deductions.....		\$ 914 26	
Total passenger revenue.....		\$	\$ 72,949 49
Mail.....	6,844 91		
Express.....	3,229 90		
Extra baggage and storage.....	1,579 83		
Other items.....	1,294 44		12,949 08
Total passenger earnings			\$ 85,898 57
Freight —			
Freight revenue.....	\$ 95,542 77		
Less repayments —			
Overcharge to shippers	\$	\$ 704 87	
Total deductions.....		\$ 704 87	
Total freight revenue.....			\$ 94,837 90
Other items.....	28 00		28 00
Total freight earnings.....			\$ 94,865 90
Total passenger and freight earnings			\$ 180,764 47
Other earnings from operation —			
Telegraph companies.....	\$ 14 36		\$
Total other earnings.....			14 36
Total gross earnings from operation, Oregon			\$ 180,778 83
Total gross earnings from operation, entire line.....			\$ 20,049,986 52

STOCKS OWNED.

A. RAILWAY STOCKS.

Name.	Total par value.	Income or dividend received.	Valuation.
St. Paul and Northern Pacific Railway Company	\$ 7,000,000 00	\$ 350,000 00	\$ 5,267,525 37
St. Paul Union Depot Company	50,000 00	3,000 00	50,000 00
Duluth Union Depot Company	150,000 00	7,500 00	150,000 00
Northern Pacific Railroad, preferred	3,692 81		3,418 38
Northern Pacific, Fergus, and Black Hills Railroad	15,000,000 00		50,000 00
Montana Union Railway Company	425,000 00		469,975 48
Northern Pacific and Montana Railroad Company	50,000 00		50,000 00
Cœur d'Alene Railway and Navigation Company	1,000,000 00		294,975 48
Minneapolis Transfer Railway Company	7,000 00		7,000 00
Seattle, Lake Shore, and Eastern Railway Company	3,162,650 00		1,742,003 71
Chicago Union Transfer Railway Company	80,000 00		42,297 50
Northern Pacific Terminal Company	51,858 76		51,858 76
Chicago and Northern Pacific Railroad Company	600 00		21 75
Lake Superior Terminal and Transfer Railway Company	15,700 00		15,700 00
Total	\$26,996,501 57	\$ 360,500 00	\$ 8,194,776 43

B. OTHER STOCKS.

Name.	Total par value.	Income or dividend received.	Valuation.
Northern Pacific Coal Company	\$ 600,000 00		\$ 669,117 63
Northern Pacific Express Company	343,000 00	125,000 00	347,497 53
Rocky Fork Coal Company	266,150 00		172,264 26
Superior Consolidated Land Company	630,200 00		630,200 00
Tacoma Land Company	500,050 00		250,025 00
Yellowstone Park Association	308,800 00		218,485 26
Virginia Land and Townsite Company	250,000 00		11,650 00
Northern Pacific, Yakima, and Kittitas Irrigation Company	121,100 00		121,100 00
World's Fair	29,999 31		29,999 31
Duluth Manufacturing Company	4,768 00		4,768 00
Puget Sound and Alaska Steamship Company	600,000 00		600,000 00
Total	\$ 3,654,067 31	\$ 125,000 00	\$ 3,055,106 99
Grand total — A and B	\$30,650,568 88	\$ 485,500 00	\$ 11,249,883 42

BONDS OWNED.

A. RAILWAY BONDS.

<i>Name.</i>	<i>Total par value.</i>	<i>Income or interest received.</i>	<i>Valuation.</i>
Minnesota Transfer Railway Company-----	\$ 103,000 00	\$ 1,004 56	\$ 103,000 00
St. Paul and Eastern Grand Trunk Railway Company-----	10,000 00	600 00	9,595 08
Northern Pacific Railroad Company, second mortgage bonds-----	10,000 00	600 00	9,381 25
Northern Pacific Railroad Company, third mortgage bonds-----	44,000 00	2,640 00	44,000 00
Chicago and Northern Pacific Railroad Company-----	2,070,000 00	-----	1,582,000 00
Northern Pacific and Manitoba Terminal-----	100,000 00	5,000 00	75,000 00
Northern Pacific Railroad consolidated mortgage bonds-----	125,000 00	6,250 00	107,458 28
Chicago and Calumet Terminal Railway Company-----	6,000,000 00	-----	4,200,000 00
Northern Pacific Terminal Company-----	23,000 00	1,403 17	20,700 00
Wisconsin Central Improvement bonds-----	230,000 00	-----	229,466 81
Total-----	\$ 8,715,000 00	\$ 17,497 73	\$ 6,380,601 42

B. OTHER BONDS.

<i>Name.</i>	<i>Total par value.</i>	<i>Income or interest received.</i>	<i>Valuation.</i>
Soldiers' additional homestead scrip-----	\$ 6,768 12	\$ -----	\$ 6,768 12
Superior Consolidated Land Company-----	20,000 00	-----	20,000 00
Total-----	\$ 26,768 12	\$ -----	\$ 26,768 12
Grand total - A and B-----	\$ 8,741,768 12	\$ 17,497 73	\$ 6,407,369 54

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company using property leased.</i>	<i>Item.</i>
Tracks, yards, and terminals	St. Paul and Minneapolis	Minneapolis and St. Louis Railway	\$ 52,062 80
Tracks, yards, and terminals	St. Paul and Minneapolis	Minneapolis, St. Paul and Sault Ste. Marie Railway	46,687 38
Tracks, yards, and terminals	St. Paul and Minneapolis	Minneapolis and Pacific Railway	8,791 02
Tracks, yards, and terminals	St. Paul and Minneapolis	Chicago and Great Western Railway	46,060 56
Tracks, yards, and terminals	St. Paul	St. Paul and St. Croix Falls Railroad	6,768 47
Tracks, yards, and terminals	West Superior	Chicago, St. Paul, Minneapolis and Omaha Railway	708 20
Tracks, yards, and terminals	West Superior	Eastern Railway of Minnesota	3,000 00
Tracks, yards, and terminals	Duluth	Duluth, Missoula and Northern Railway	625 00
Tracks, yards, and terminals	Duluth	Duluth and Winnipeg	569 78
Tracks, yards, and terminals	Brainerd	Brainerd and Northern Minnesota Railroad	77 90
Tracks, yards, and terminals	Billings, Montana	Chicago, Burlington and Quincy Railroad	13,084 82
Tracks, yards, and terminals	Clealum, Washington	Northern Pacific Coal Company	13,446 84
Total			\$ 186,826 77

MISCELLANEOUS INCOME.

<i>Item.</i>	<i>Net miscellaneous income.</i>
Rent of ground and buildings	\$ 20,105 97
Rental of track and material	1,060 92
Interest on cost of St. Louis river bridge	12,745 74
Interest on deferred payments, tow-site property	311 86
Y esler wharf, net earnings	6,177 27
Fees for stock and bond certificates	201 75
General interest	66,892 57
Sundry items adjusted	28,559 40
Total	\$ 148,065 97

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway	\$ 1,417,904 50
Renewals of rails	33,731 45
Renewals of ties	296,968 82
Repairs and renewals of bridges and culverts	433,094 20
Repairs and renewals of fences, road crossings, signs, and cattle-guards	37,260 59
Repairs and renewals of buildings and fixtures	175,584 15
Repairs and renewals of docks and wharves	28,874 82
Repairs and renewals of telegraph	39,682 19
Stationery and printing	2,404 80
Other expenses	790,020 91
Total	\$ 3,255,499 43
Maintenance of equipment—	
Superintendence	\$ 72,033 57
Repairs and renewals of locomotives	483,841 00
Repairs and renewals of passenger cars	238,128 11
Repairs and renewals of freight cars	788,007 33
Repairs and renewals of work cars	32,677 77
Repairs and renewals of marine equipment	1,430 67
Repairs and renewals of shop machinery and tools	51,287 02
Stationery and printing	1,525 24
Other expenses	118,631 99
Total	\$ 1,787,562 70
Conducting transportation—	
Superintendence	\$ 256,779 48
Engine and roundhousemen	1,109,680 74
Fuel for locomotives	1,428,119 12
Water supply for locomotives	97,348 19
Oil, tallow, and waste for locomotives	30,564 30
Other supplies for locomotives	14,008 40
Train service	758,520 67
Train supplies and expenses	166,270 95
Switchmen, flagmen, and watchmen	281,530 20
Telegraph expenses	335,700 18
Station service	660,166 51
Station supplies	55,837 87
Switching charges—balance	24,642 84
Car mileage—balance	31,462 57
Hire of equipment	139,106 31
Loss and damage	40,064 44
Injuries to persons	11,496 66
Clearing wrecks	40,923 62
Operating marine equipment	92,693 47
Advertising	246,453 02
Outside agencies	38,501 58
Commissions	590 59
Stockyards and elevators	204,232 43
Rents for tracks, yards, and terminals	4,701 69
Rents of buildings and other property	41,687 68
Stationery and printing	19,758 25
Other expenses	
Total	\$ 6,130,837 76
General expenses—	
Salaries of general officers	250,891 56
Salaries of clerks and attendants	196,217 36
General office expenses and supplies	53,796 22
Insurance	150,905 04
Law expenses	269,449 74
Stationery and printing (general offices)	13,299 64
Other expenses	98,947 32
Total	\$ 1,033,506 88

OPERATING EXPENSES—CONCLUDED.

<i>Items.</i>	<i>Amount.</i>
Recapitulation of expenses—	
Maintenance of way and structures.....	\$ 3,255,499 43
Maintenance of equipment.....	1,787,562 70
Conducting transportation.....	6,130,837 76
General expenses.....	1,033,506 88
Grand total.....	\$ 12,207,406 77
Percentage of expenses to earnings—entire line.....	60·88%
Operating expenses—state of Oregon—	
Maintenance of way and structures.....	\$ 47,282 56
Maintenance of equipment.....	19,574 48
Conducting transportation.....	184,855 05
General expenses.....	15,723 44
Total.....	\$ 266,985 53
Percentage of expenses to earnings—Oregon.....	147·66%

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

<i>Name of road.</i>	<i>Interest on bonds guaranteed.</i>	<i>Cash.</i>	<i>Total.</i>
St. Paul and Northern Pacific Railway Company.....	\$.....	\$ 833,467 52	\$ 833,467 52
Northern Pacific and Manitoba Terminal Com- pany.....	37,500 00		
James River Valley Railroad Company.....	57,780 00		
Helena and Red Mountain Railroad Company.....	24,000 00		
Northern Pacific and Montana Railroad Com- pany.....	322,860 00		
Cœur d'Alene Railway and Navigation Com- pany.....	74,280 00		
Central Washington Railway Company.....	105,000 00		
Duluth and Manitoba Railway Company.....	186,060 00		913,440 00
Spokane and Palouse Railway Company.....	105,960 00		
Total rents—A.....	\$.....	\$.....	\$ 1,796,907 52

RENTALS PAID—CONCLUDED.

B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks	St. Paul to Minneapolis	Great Northern Railway Company	\$ 30,678 56	\$
Tracks	Minneapolis	Minneapolis Union Railway Company	25,195 33	
Tracks	West Superior	Chicago, St. Paul, Minneapolis, and Omaha Railway	986 49	
Tracks	Dakota	Fargo and Northwestern Railroad	3,600 00	
Tracks	Montana	Montana Union Railway Company	4,363 27	
Total			\$	64,427 65
Yards and terminals	Duluth, Minnesota	Duluth Union Depot Company	\$ 11,974 68	\$
Yards and terminals	St. Paul, Minnesota	St. Paul Union Depot Company	11,268 99	
Yards and terminals	Minneapolis, Minnesota	Minneapolis Union Depot Company	13,442 64	
Yards and terminals	Minnesota Transfer, Minnesota	Minnesota Transfer Railway Company	33,849 25	
Yards and terminals	Connor's Point, Minnesota	Chicago, St. Paul, Minneapolis, and Omaha Railway	851 94	
Yards and terminals	Ashland, Wisconsin	Wisconsin Central Company	9,544 23	
Yards and terminals	West Superior, Wisconsin	Lake Superior Terminal and Transportation Railway Company	13,729 30	
Yards and terminals	Portland, Oregon	Northern Pacific Terminal Company	102,565 58	
Yards and terminals	Spokane, Washington	Oregon Railway and Navigation Company	899 68	
Yards and terminals	Winnipeg, Manitoba	Winnipeg Transfer Railway Company (credit)	1,080 11	
Total			\$	197,046 18
Less received for sundry yard bills			57,241 40	
Total				139,804 78
Grand total rents—B				204,232 43

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.		June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
Assets—					
Cost of road	\$190,251,950 88		\$190,167,984 86	\$	\$ 84,866 52
Cost of equipment	21,962,529 72		21,984,629 72	1,900 00	
Stocks owned	11,181,497 38		11,246,883 42	68,386 04	
Bonds owned	6,392,069 54		6,407,969 54	15,900 00	
Other investments	185,535 54		177,633 34		7,902 20
Preferred stock			26,600 00	26,600 00	
Branch roads, contingent assets in excess of contingent liabilities*	806,988 06		806,936 75		51 31
Lands owned—					
Cash in hands of trustees (land)	11,059 04		11,059 04		
Cash in hands of trustees (sinking fund)	401,715 71		424,562 67	22,846 96	
Sinking fund accrued but not paid trustees	1,296,874 76		1,840,914 70	544,039 94	
Deferred payments on land sales	4,280,498 86		3,661,218 82		619,220 04
Cash and current assets	5,243,716 87		7,279,176 29	2,035,459 42	
Other assets—					
Material and supplies	826,345 22		1,206,452 34	380,107 12	
Advances to subsidiary lines	2,722,757 18		2,720,940 44		1,816 74
Trustees and receivers' branch roads			157,182 60	157,182 60	
Advances, account of land receipts, Minnesota and Dakota Division			170,000 00	170,000 00	
Profit and loss	321,199 30		2,187,078 21	1,865,878 91	
Grand total	\$245,904,978 06		\$250,478,722 24	\$ 4,573,744 18	\$
Liabilities—					
Capital stock	\$ 84,250,146 86		\$ 84,238,346 86	\$	\$ 11,800 00
Funded debt	186,973,000 00		186,938,500 00		784,500 00
Current liabilities	17,969,638 73		221,289,778 32	4,720,720 59	
Accrued interest on funded debt not yet payable	358,876 67		670,878 67	314,700 00	
Rents and taxes accrued, not due	383,432 17		387,885 45	445,833 28	
Guarantee to branch roads, interest	1,094,310 00		2,274,600 00	670,090 00	
Suspense account	347,134 46		642,641 43	295,486 97	
Sinking funds accrued, not paid	1,296,874 76		1,840,914 70	544,039 94	
Equipment, renewal fund	357,687 10		384,902 96		22,784 51
Deferred payments on land sales applicable to sinking fund when collected					801,562 09
Grand total	\$245,904,978 06		\$250,478,722 24	\$ 4,573,744 18	\$

* Forty million acres.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	What road mortgaged.		Amount of mortgage per mile of line.	Security.
	From—	To—		
Missouri Division first mortgage bonds.....	Missouri River.....	Yellowstone River.....	205 \$12,195 12	Road, appurtenances, and lands pertaining to said division.
Pend d'Oreille Division first mortgage bonds.....	Snake River.....	Lake Pend d'Oreille.....	225 20,000 00	Road, appurtenances, and lands pertaining to said division.
General first mortgage bonds*.....	Ashland.....	Wallula and Portland.....	25,000 00	Entire main line and appurtenances, equipment, lands, franchises, and all property now held or hereafter acquired, subject to rights of preferred stockholders in the lands in Minnesota and Dakota east of the Missouri river, subject also to the two mortgages above mentioned.
General second mortgage bonds.....	Ashland.....	Wallula and Portland.....	-----	Same terms as general first mortgage, including a lien upon the income, earnings, and profits of the company, subject to prior liens above mentioned.
General third mortgage bonds.....	Ashland.....	Wallula and Portland.....	-----	Same terms as general first mortgage, including a lien upon the income, earnings, and profits of the company, subject to prior liens above mentioned.
Consolidated mortgage bonds.....	Ashland.....	Wallula and Portland.....	-----	All property rights and franchises of the company now owned or hereafter acquired, subject to prior mortgages.
Dividend scrip extended.....	-----	-----	-----	Not secured. Can be exchanged for third mortgage bonds.
Northwest Equipment Company Collateral trust notes.....	-----	-----	-----	Equipment described on page 217. Sundry stocks and bonds.

* General first mortgage bonds were issued at the rate of \$25,000 per mile on two thousand one hundred and thirty-six and ninety-eight hundredths miles, amounting to \$58,424,000, of which \$6,841,000 was held in escrow, there being a corresponding amount of Missouri Division and Pend d'Oreille Division bonds outstanding at date of general first mortgage, January 1, 1881. When Missouri Division and Pend d'Oreille Division bonds are retired with proceeds of land sales, or through the operation of their sinking funds, a corresponding amount of the general first mortgage bonds held in escrow are also to be retired. The entire mortgage bonded by the general first mortgage is two thousand one hundred and thirty-six and ninety-eight hundredths miles; but according to the terms of the mortgage the entire property of the company is covered by them. Consolidated mortgage bonds can be issued only as follows: To retire first, second and third mortgage bonds, \$75,000,000; to retire branch road bonds, \$20,000,000; for improvements and betterments and enlargement of terminals, \$20,000,000; for additional roads and extensions, \$20,000,000; for premium on bonds exchanged, \$10,000,000; for other purposes, as the board may direct, \$9,000,000; total, \$156,000,000.

EMPLOYÉS AND SALARIES—STATE OF OREGON.

NORTHERN PACIFIC RAILROAD COMPANY, 1896.

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Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	1,116	\$ 8,596 68	\$ 7 70
Other officers	1	282	3,926 60	13 98
General office clerks	21	7,487	17,767 92	2 39
Station agents	3	1,277	3,219 75	2 52
Other station men	26	9,402	18,742 96	1 99
Enginemen	3	1,290	5,231 26	4 05
Firemen	3	1,290	2,890 62	2 19
Conductors	7	2,554	8,192 95	3 18
Other trainmen	16	5,751	11,803 84	2 05
Carpenters	2	885	1,237 02	1 48
Section foremen	6	2,258	4,090 00	1 81
Other trackmen	45	8,280	11,258 69	1 36
Switchmen, flagmen, and watchmen	1	335	605 00	1 80
Telegraph operators and dispatchers	1	359	808 78	2 25
Employees—account floating equipment	18	5,575	10,904 99	1 95
Total, including general officers—Oregon	156	48,041	\$ 109,155 16	\$ 2 27
Less general officers	3	1,116	8,596 68	7 70
Total, excluding general officers—Oregon	153	46,925	\$ 100,558 48	\$ 2 14
Distribution of above—				
General administration	32	11,513	\$ 37,070 62	\$ 3 22
Maintenance of way and structures	61	13,665	19,825 92	1 46
Maintenance of equipment	63	32	100 91	1 93
Conducting transportation	63	22,871	52,158 11	2 28
Total, including general officers—Oregon	156	48,041	\$ 109,155 16	\$ 2 27
Less general officers	3	1,116	8,596 68	7 70
Total, excluding general officers—Oregon	153	46,925	\$ 100,558 48	\$ 2 14
Total, including general officers—entire line	10,565	3,622,106	\$ 7,626,009 28	\$ 2 13

**PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF OREGON.**

<i>Item.</i>	<i>Tonage, number passengers, number trains, mileage number cars.</i>	<i>Revenue and rates.</i>
Passenger traffic—		
Number of passengers carried earning revenue	78,120	\$
Number of passengers carried one mile	2,970,640	.....
Number of passengers carried one mile per mile of road	73,430	.....
Average distance carried	38	.....
Total passenger revenue		72,949 49
Average amount received from each passenger		93381
Average receipts per passenger per mile		02456
Total passenger earnings		85,898 57
Passenger earnings per mile of road	40 47	2,122 43
Passenger earnings per train mile	49,314	1 74187
Freight traffic—		
Number of tons carried of freight earning revenue	126,828	\$
Number of tons carried one mile	5,049,647	.....
Number of tons carried one mile per mile of road	124,771	.....
Average distance haul of one ton	39 8	.....
Total freight revenue		94,837 90
Average amount received for each ton of freight		74777
Average receipts per ton per mile		01878
Total freight earnings		94,865 90
Freight earnings per mile of road	40 47	2,344 10
Freight earnings per train mile	39,579	2 39687
Passenger and freight—		
Passenger and freight revenue		\$ 167,796 39
Passenger and freight revenue per mile of road	40 47	4,145 96
Passenger and freight earnings		180,764 47
Passenger and freight earnings per mile of road	40 47	4,466 62
Gross earnings from operation		180,778 83
Gross earnings from operation per mile of road	40 47	4,466 98
Gross earnings from operation per train mile	88,893	2 03366
Operating expenses		266,935 53
Operating expenses per mile of road	40 47	6,595 88
Operating expenses per train mile	88,893	3 00288
Loss from operation		86,156 70
Loss from operation per train mile	40 47	2,128 90
Train mileage—		
Miles run by passenger trains	49,314	\$
Miles run by freight trains	39,579	.....
Miles run by mixed trains .....		.....
Total mileage trains earning revenue	88,893	\$
Miles run by construction and other trains	7,573	.....
Grand total train mileage	96,466	\$
Mileage of loaded freight cars—north or east	256,863	\$
Mileage of loaded freight cars—south or west	272,083	.....
Mileage of empty freight cars—north or east	77,329	.....
Mileage of empty freight cars—south or west	73,648	.....
Average number of freight cars in train	17 17	.....
Average number of loaded cars in train	13 36	.....
Average number of empty cars in train	3 81	.....
Average number of tons of freight in train	127 58	.....
Average number of tons of freight in each loaded car	9 54	.....

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
ENTIRE LINE.

Item.	Tonnage, number passengers, number, trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	1,417,482	\$.....
Number of passengers carried one mile.....	135,236,417	.....
Number of passengers carried one mile per mile of road.....	307 '05	.....
Average distance carried.....	95 '4	.....
Total passenger revenue.....		3,680,102 80
Average amount received from each passenger.....		2 59622
Average receipts per passenger per mile.....		02721
Total passenger earnings.....		4,658,642 14
Passenger earnings per mile of road.....	440,434	1,057 74
Passenger earnings per train mile.....	3,479,013	1 33907
Freight traffic—		
Number or tons carried of freight earning revenue.....	4,287,524	\$.....
Number of tons carried one mile.....	1,316,958,350	.....
Number of tons carried one mile per mile of road.....	299,013	.....
Average distance haul of one ton.....	307 '1	.....
Total freight revenue.....		14,951,213 50
Average amount received for each ton of freight.....		3 48714
Average receipts per ton per mile.....		01135
Total freight earnings.....		14,966,473 86
Freight earnings per mile of road.....	4,404 '34	3,398 12
Freight earnings per train mile.....	6,805,354	2 19922
Passenger and freight—		
Passenger and freight revenue.....		\$18,631,316 30
Passenger and freight revenue per mile of road.....	4,404 '34	4,230 21
Passenger and freight earnings.....		19,625,115 00
Passenger and freight earnings per mile of road.....	4,404 '34	4,455 86
Gross earnings from operation.....		20,049,986 52
Gross earnings from operation per mile of road.....	4,404 '34	4,552 32
Gross earnings from operation per train mile.....	10,284,367	1 94956
Operating expenses.....		12,207,406 77
Operating expenses per mile of road.....	4,404 '34	2,771 67
Operating expenses per train mile.....	10,284,367	1 18699
Income from operation.....		7,842,579 75
Income from operation per mile of road.....	4,404 '34	1,780 65
Train mileage—		
Miles run by passenger trains.....	3,258,752	\$.....
Miles run by freight trains.....	6,363,464	.....
Miles run by mixed trains.....	662,151	.....
Total mileage trains earning revenue.....	10,284,367	\$.....
Miles run by construction and other trains.....	504,128	.....
Grand total train mileage.....	10,788,495	\$.....
Mileage of loaded freight cars—north or west.....	51,432,564	\$.....
Mileage of loaded freight cars—south or east.....	71,909,890	.....
Mileage of empty freight cars—north or west.....	33,442,681	.....
Mileage of empty freight cars—south or east.....	12,980,785	.....
Average number of freight cars in train.....	24 '94	.....
Average number of loaded cars in train.....	18 '12	.....
Average number of empty cars in train.....	6 '82	.....
Average number of tons of freight in train.....	193 '52	.....
Average number of tons of freight in each loaded car.....	10 '68	.....

FREIGHT TRAFFIC MOVEMENT—STATE OF OREGON.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road.	Freight received from connecting roads and other carriers.	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture—	Whole tons.	Whole tons.		
Grain	10,509	103	10,612	8.37
Flour	2,422	245	2,667	2.10
Other mill products	485	85	570	.41
Hay	184	2	186	.11
Fruit and vegetables	348	4,176	4,524	3.57
Hops	69		69	.05
Products of animals—				
Livestock	2,290	2,089	4,379	3.45
Dressed meats	59		59	.05
Other packing-house products	396	100	496	.39
Poultry, game, and fish	1,505	40	1,545	1.22
Wool	83		83	.06
Hides and leather	327	16	343	.27
Products of mines—				
Anthracite coal	16		16	.01
Bituminous coal	21,008		21,008	16.58
Coke	1,329		1,329	1.05
Ores	184	1,969	2,153	1.70
Stone, sand, and other like articles	1,329	73	1,402	1.02
Products of forest—				
Lumber	11,420	266	11,686	9.21
Other forest products	5,658	108	5,766	4.54
Manufactures—				
Petroleum and other oils	685	171	856	.67
Sugar	1,192	875	2,067	2.26
Iron, pig and bloom	289		289	.23
Iron and steel rails	144		144	.11
Other castings and machinery	4,477	645	5,122	4.12
Bar and sheet metal	150		150	.12
Cement, brick, and lime	5,886	18	5,904	4.65
Agricultural implements	160	5	165	.13
Wagons, carriages, tools, etc.	673	10	683	.54
Wines, liquors, and beers	434	146	580	.46
Household goods and furniture	1,626	299	1,925	1.52
Miscellaneous—other commodities not mentioned above	35,487	3,863	39,350	31.03
Total tonnage—Oregon	111,524	15,304	126,828	100.00
Total tonnage—entire line	3,849,872	487,652	4,287,524	

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.		Equipment fitted with automatic coupler.		
			Number.	Name.	Number.	Name.	
Locomotives owned and leased—							
Passenger	2	129	129	Westinghouse			
Freight	2	418	418	Westinghouse			
Switching		79	66	Westinghouse			
Total locomotives in service ..	4	626	613				
Less locomotives leased		82	82				
Total locomotives owned	4	544	531				
Cars owned and leased—							
In passenger service—							
First class cars	1	78	78	Westinghouse	78	25 Miller. 53 Cowell.	
Second class cars		60	60	Westinghouse	60	Miller.	
Combination cars		27	27	Westinghouse	18	Miller.	
Emigrant cars	1	58	58	Westinghouse	58	Miller.	
Dining cars		26	26	Westinghouse	26	14 Miller. 12 Cowell.	
Sleeping cars		50	50	Westinghouse	50	46 Miller. 4 Cowell.	
Baggage, express, and postal cars ..	1	123	123	Westinghouse	123	Miller.	
Other cars in passenger service ..		7	7	Westinghouse	7	Miller.	
Total	3	429	429		420½		
In freight service—							
Box cars	120	10,529	9,246	Westinghouse	4,370	See table below.	
Flat cars	121	3,673	1,862	Westinghouse	1,463		
Stock cars	32	914	904	Westinghouse	248		
Coal cars	15	2,453	1,812	Westinghouse	964		
Tank cars		7	6	Westinghouse		See table below.	
Refrigerator cars		269	269	Westinghouse	179		
Other cars in freight service	13	*232	30	Westinghouse	15	1 Drexel. 14 Miller.	
Total	61	18,077	14,129		7,239		
In company's service—							
Officers' and pay cars		9	9		9	Miller.	
Gravel cars, side dumps		2					
Derrick cars		10					
Caboose cars		313	301				
Other road cars	11	1,699	13		5	Miller.	
Total	11	2,033	323		14		
Total cars in service	53	20,539	14,881		7,673½		
Less cars leased		3,771	3,571		736		
Total cars owned		16,768	11,310		6,937½		

CARS IN FREIGHT SERVICE—EQUIPMENT FITTED WITH AUTOMATIC COUPLER.

	Jan- ney.	Gould.	Amer- ican.	Drexel.	Chi- cago.	Cal- ifornia.	Pooley.	Buck- eye.	Foz.	Tro- jan.	Stand- ard.	Total.
Box cars	1,792	809	1,243	388	128	4	2	2	1	1		4,370
Flat cars	610	580	235	88								1,463
Stock cars	5	4	40	1	198							248
Coal cars	551	120	213	70								964
Refrigerator cars	126	9	28	10	4			1	1		10	179

* Fruit, twenty-eight; ferry, two; logging, two hundred and two; total, two hundred and thirty-two.

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.			Line of proprietary companies.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track	2,136.06	81.57		1,261.00	1,005.66	48.53	4,532.82	8.67	182.71	4,300.34
Miles of second track	21.25	1.44			16.20	13.59	52.48			38.89
Miles of third track						7.70	7.70			
Miles of fourth track						7.70	7.70			
Miles of yard track and sidings	420.78	26.53		121.55	157.59		726.45		222.54	502.91
Total mileage operated, all tracks	2,578.09	109.54		1,382.55	1,179.45	77.52	5,327.15	8.67	406.25	4,842.14

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	Line represented by capital stock.			Line of proprietary companies.	Line opened under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Wisconsin	78.23	18.43		208.84	305.77	1.01	97.67		.36	96.30
Minnesota	237.10	12.18		323.23	160.60	46.20	810.09	2.96	48.64	715.25
North Dakota	376.93	9.11		323.23			869.87		60.29	809.58
Manitoba				265.12			265.12			265.12
Montana	783.08	21.02		120.39	385.54		1,310.03	5.71	44.52	1,265.51
Idaho	84.06	3.00		66.42	42.25		195.73		12.84	182.89
Washington	538.00	16.81		277.00	111.60		943.31		15.80	927.51
Oregon	38.66	1.02				1.32	41.00		.26	39.42
Total mileage operated, single track	2,136.06	81.57		1,261.00	1,005.66	48.53	4,532.82	8.67	182.71	4,300.34

MILEAGE—CONTINUED.

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or territory.	Line represented by capital stock.		Total mileage owned.	Rails.	
	Main line.	Branches and spurs.		Iron.	Steel.
Wisconsin	78.23	18.43	96.66	.36	96.30
Minnesota	237.10	12.18	249.28	4.29	244.99
North Dakota	376.93	9.11	386.04	—	386.04
Montana	783.08	21.02	804.10	—	804.10
Idaho	84.06	3.00	87.06	—	87.06
Washington	538.00	16.81	554.81	7.90	546.91
Oregon	38.66	1.02	39.68	.26	39.42
Total mileage owned, single track	2,136.06	81.57	2,217.63	12.81	2,204.82

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.		Line operated under trackage rights.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	38·66	1·02	1·32	41·00	Pounds. 26	Pounds. 39·42
Miles of yard track and sidings.....	5·17			5·17	2·76	2·41
Total mileage operated, all tracks	43·83	1·02	1·32	46·17	3·02	41·83

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Oregon.	Line represented by capital stock.		Line operated under trackage rights.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage operated.	38·66	1·02	1·32	41·00	26	39·42

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Oregon.	Line represented by capital stock.		Total mileage owned.	Rails.	
	Main line.	Branches and spurs.		Iron.	Steel.
Total mileage owned.....	38·66	1·02	39·68	26	39·42

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Fir.....	771	\$ 0 23½
Total.....	771	\$ 0 23½

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF OREGON.

Locomotives.	Coal.		Wood.		Total fuel consumed.	Miles run.	Average pounds consumed per mile.
	Anthr. acite.	Bituminous.	Hard.	Soft.			
Passenger	Tons.	Tons.	Cords.	Cords.	Tons.		
Freight	2,098	2,098	2	20	2,109	50,948	80.79
Switching	2,297	2,297	2	18	2,307	42,790	107.83
Construction	705	705			705	29,780	47.33
	269	269		1	270	9,029	56.09
Total		5,369	4	39	5,391	133,127	80.99
Average cost at distributing point	\$ 1.88		\$ 1.27		\$ 1.27		

ACCIDENTS TO PERSONS—STATE OF OREGON.

Kind of accident.	Employees.		Others—trespassing.	
	Killed.	Injured.	Killed.	Injured.
Handling timbers				
At stations		1		2
Total		1		2

CHARACTERISTICS OF ROAD—STATE OF OREGON.

Working divisions or branches.			Alignment.		Profile.							
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Ascending grades.	Descending grades.				
				Miles.	Miles.	Miles.	Number.	Sum of descents.	Aggregate length of descending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
								Feet.	Miles.		Feet.	Miles.
Ashland, Wis.	Portland, Or.	2, 136-06	2, 479	493-35	1, 642-71	330-54	998	23, 012	866-30	1, 083	24, 383	889-58
Little Falls, Minn.	Morris, Minn.	87-78	102	18-04	69-74	17-60	71	1, 107	39-29	66	1, 103	30-89
Wadena Junction, Minn.	Minor, N. D.	117-05	99	17-79	99-26	26-09	177	1, 841	42-38	114	1, 092	48-38
Fairview, N. D.	Bayne, N. D.	14-84	18	2-16	12-68	7-77	10	49	6-67	3	7	40
Fargo, N. D.	La Moure and Edgerley.	108-71	57	9-29	99-42	24-82	95	1, 230	60-00	63	557	23-89
Sanborn, N. D.	Cooperstown, N. D.	36-75	29	4-21	32-54	5-69	57	1, 349	15-46	59	343	15-60
Jamestown, N. D.	Leeds, N. D.	420-62	52	11-91	108-71	14-91	110	1, 262	55-16	104	1, 110	50-55
Fertile, Minn.	Carthage, Minn.	44-51	22	3-38	40-93	9-06	11	45	4-02	26	346	31-43
International Boundary	Brandon, Manitoba	263-71	131	25-68	238-03	77-91	196	1, 857	117-57	126	1, 252	68-23
Laurel, Mont.	Red Lodge, Mont.	45-43	63	5-28	40-15	2-72	19	2, 402	40-12	8	57	2-59
Livingston, Mont.	Wickes, Mont.	51-45	63	11-38	39-87	5-27	49	1, 163	35-55	41	482	10-63
Prickley Pear, N. Mont.	State Line, Idaho	20-60	58	5-54	15-06	1-52	9	1, 320	18-44	3	22	64
Mission, Idaho	Coeur d'Alene, Idaho	30-39	229	20-53	29-86	3-82	20	1, 304-2	10-40	28	2, 868	36-17
Hauser Junction, Idaho.	Roslyn, Idaho	13-65	33	4-22	9-43	1-71	18	1, 272	6-02	22	281	5-92
Clealum, Wash.	Kangley, etc., Idaho	5-30	20	2-50	2-80	2-80	1	526	5-30	5	151	3-19
Palmer, Wash.	Puyallup, Wash.	12-48	47	4-79	7-69	1-61	8	519	7-68	5	161	3-19
N. P. and Cascade Div.	Seattle, Kirkland, Wn.	18-46	89	7-73	10-73	5-43	5	1, 084	7-64	13	372	19-98
Orting, Wash.	Brainerd and Staples	43-08	62	9-90	33-18	15-20	13	1, 147	54-87	73	1, 858-6	60-33
Meeker Junction, Wash.	International Boundary	181-85	295	46-19	135-66	66-45	83	1, 619-8	97-81	108	936	46-19
United Railroads of Wn.	Oakes, N. D.	208-47	93	19-61	188-86	68-56	110	1, 714-3	47-09	127	1, 106-8	92-62
St. Paul, Minn.	Winnipeg Junction, Minn.	63-75	74	15-00	48-75	13-21	72	341	20-66	79	533	29-88
Jamestown, N. D.	Helena, Mont.	359-82	810	104-69	255-13	40-69	82	13, 607-4	14-39	24	3, 222-3	93-93
N. P. and Montana Div.	Spokane & Palouse Div.	16-52	43	4-43	12-09	1-20	6	1, 346	14-39	1	24	93
Helena, Mont.	Tacoma Wharf Line	150-99	421	63-04	87-95	14-90	67	2, 959-3	70-66	43	3, 677-9	65-51
Spokane & Palouse Div.		3-80	38	1-40	2-40	3-58	1	5	14	1	5	08
Tacoma Wharf Line												
Total		4, 364-98	5, 505	939-20	3, 425-78	852-47	2, 431	61, 020-8	1, 895-03	2, 270	45, 784-2	1, 627-94

CHARACTERISTICS OF ROAD—STATE OF OREGON—CONTINUED.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Feet. In.	Feet. In.	Feet. In.			Feet. In.
Bridges—							
Iron	1	119 00	119 00	119 0	Overhead highway crossings—		
					Trestles	2	19 0
Total	1	119 00			Total	2	
Trestles	42	11,422 10	15 10	3,237 0			

Gauge of truck—Four feet eight and one half inches; thirty-nine and sixty-eight hundredths miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	Operated by this company.	Operated by another company.	Name of operating company.
	Miles of line.	Miles of wire.	Miles of wire.	
Cable 39'65 } 40'75	40'75	40'75		Owned and operated jointly by Western Union Telegraph Company and Northern Pacific Railroad Company.
				Owned jointly with Western Union Telegraph Company and operated by Northern Pacific Railroad Company.
	40'75	40'75	40'75	Owned jointly with Western Union Telegraph Company and operated by Western Union Telegraph Company.
	40'75			Owned and operated by the Northern Pacific Railroad Company.
	127'25	81'60	40'75	

CHARACTERISTICS OF ROAD—STATE OF OREGON— CONCLUDED.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

<i>Miles of wire.</i>	<i>Name of owner.</i>	<i>Name of operating company.</i>
120.15	Western Union Telegraph Company -----	Western Union Telegraph Company.

CAR MILEAGE.

No agreement with fast freight lines. The customary rate for mileage of foreign cars on this line is paid without distinction.

OATH.

STATE OF MINNESOTA, }
 County of Ramsey. } ss.

We, the undersigned, Edwin H. McHenry, receiver, and M. P. Martin, auditor, of the Northern Pacific Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

EDWIN H. MCHENRY,
Receiver.
M. P. MARTIN,
Auditor.

Subscribed and sworn to before me this twenty-third day of November, 1896.

JOHN G. DRESEN,
Notary Public, Ramsey County, Minnesota.

ANNUAL REPORT

OF THE

WASHINGTON AND COLUMBIA RIVER RAILWAY COMPANY.

For the year ending June 30, 1896.

HISTORY.

1. Name of common carrier making this report: Washington and Columbia River Railway Company.
2. Date of organization: September 23, 1892.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Washington.
4. If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Oregon and Washington Territory Railroad Company. State of Oregon.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
W. D. Tyler	Walla Walla, Washington	September 17, 1896
Levi Ankeny	Walla Walla, Washington	September 17, 1896
F. W. Paine	Walla Walla, Washington	September 17, 1896
D. C. Guernsey	Dayton, Washington	September 17, 1896
F. A. Preston	Waitsburg, Washington	September 17, 1896
J. L. Killian	Vansycle, Oregon	September 17, 1896
W. S. Byers	Pendleton, Oregon	September 17, 1896
W. S. Wilcox	Portland, Oregon	September 17, 1896
S. P. Sturges (deceased)*	Late of Pendleton, Oregon	September 17, 1896

*Vacancy not filled.

Total number of stockholders at date of last election: Ten.

Date of last meeting of stockholders for election of directors: September 19, 1895.

Postoffice address of general office: Walla Walla, Washington.

Postoffice address of operating office: Walla Walla, Washington.

Name and address of officer to whom correspondence regarding this report should be addressed: W. D. Tyler, president and general manager, Walla Walla, Washington.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
President.....	W. D. Tyler.....	Walla Walla, Washington.
Vice-president.....	T. B. Wilcox.....	Portland, Oregon.
Secretary.....	A. R. Zalriskie.....	Walla Walla, Washington.
Treasurer.....	J. G. Cutler.....	Walla Walla, Washington.
General counsel.....	B. L. and J. L. Sharpstein.....	Walla Walla, Washington.
Auditor.....	Rowland Smith.....	Walla Walla, Washington.
General manager.....	W. D. Tyler.....	Walla Walla, Washington.
Chief engineer.....	J. G. Cutler.....	Walla Walla, Washington.
Superintendent.....	A. W. Taylor.....	Hunt's Junction, Wash.
General freight agent.....	A. R. Zalriskie.....	Walla Walla, Washington.
General passenger agent.....	A. R. Zalriskie.....	Walla Walla, Washington.
General baggage agent.....	A. R. Zalriskie.....	Walla Walla, Washington.

PROPERTY OPERATED—STATE OF OREGON.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>
	<i>From—</i>	<i>To—</i>	
Washington and Columbia River Railway Company.....	State line, Oregon	Pendleton.....	30.36
Washington and Columbia River Railway Company.....	Killian Junction.	Athens.....	14.59
Total.....			45.95

PROPERTY OPERATED—ENTIRE LINE.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>
	<i>From—</i>	<i>To—</i>	
Washington and Columbia River Railway Company.....	Pendleton,.....	Dayton, Wash.....	128.41
Washington and Columbia River Railway Company.....	Killian Junction.	Athens, Oregon..	14.59
Washington and Columbia River Railway Company.....	Eureka Junc., Wn.	Pleasant View, W.	19.73
Total.....			162.73

CAPITAL STOCK.

Description.	Amount.	Oregon proportion.
Capital stock	\$ 3,000,000 00	\$ 826,999 03

FUNDED DEBT.

Class of bond or obligation.	Rate.	Amount issued.	Oregon proportion.
First mortgage bonds	4%	\$ 2,500,000 00	\$ 689,165 84
Income mortgage bonds	4%	\$ 2,500,000 00	\$
Less not issued		255,000 00	
Outstanding		\$ 2,245,000 00	\$ 618,870 92

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.	Deductions, account of repay- ments, etc.	Actual earnings.
Passenger —			
Passenger revenue	\$ 2,357 29	\$	\$
Less repayments —		2 00	
Excess fares refunded	\$	12 07	
Other repayments			
Total deductions		\$ 14 07	
Total passenger revenue		\$	2,343 22
Mail			1,255 48
Express			122 44
Extra baggage, and storage			44 54
Total passenger earnings			\$ 3,765 68
Freight —			
Freight revenue	\$ 32,673 91	\$	\$
Less repayments		310 76	
Total deductions	\$	\$ 310 76	
Total freight revenue		\$	32,363 15
Other items			15 10
Total freight earnings			\$ 32,378 25
Total passenger and freight earnings			\$ 36,143 93
Other earnings from operation —			
Rents not otherwise provided for	\$	\$	\$ 176 00
Other sources			150 00
Total other earnings			\$ 326 00
Total gross earnings from operation, Oregon			\$ 36,469 93

OPERATING EXPENSES—STATE OF OREGON.

<i>Item.</i>	<i>Amount.</i>
Maintenance of way and structures.....	\$ 7,750 26
Maintenance of equipment.....	1,229 04
Conducting transportation.....	9,885 96
General expenses.....	2,748 72
Total.....	\$ 21,614 88

Operating expenses for state of Oregon are arrived at by taking same proportion of total expenses as the Oregon train mileage bears to the total train mileage.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF OREGON.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers given in the following order, viz: 1. Express companies. 2. Mails. 3. Freight or transportation companies or lines. 4. Telegraph companies.

1. Northern Pacific Express Company.
2. Mails; annual compensation, Hunt's Junction to Pendleton route, \$1,733.08; Oregon proportion, \$1,255.48.
3. Northern Pacific Railroad Company; contract of September 1, 1893.
4. Western Union Telegraph Company.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF OREGON.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue	3,034½	\$-----
Number of passengers carried one mile	71,909	-----
Number of passengers carried one mile per mile of road	1,600	-----
Average distance carried	23.7	-----
Total passenger revenue		2,343 22
Average amount received from each passenger		77219
Average receipts per passenger per mile		03259
Total passenger earnings		3,765 68
Passenger earnings per mile of road		83 78
Passenger earnings per train mile		70190
Freight traffic—		
Number of tons carried of freight earning revenue	34,704	\$-----
Number of tons carried one mile	687,280	-----
Number of tons carried one mile per mile of road	15,290	-----
Average distance haul of one ton	19.8	-----
Total freight revenue		32,363 15
Average amount received for each ton of freight		93255
Average receipts per ton per mile		04709
Total freight earnings		32,378 25
Freight earnings per mile of road		726 32
Freight earnings per train mile		1 80169
Passenger and freight—		
Passenger and freight revenue		\$ 34,706 37
Passenger and freight revenue per mile of road		772 11
Passenger and freight earnings		36,143 98
Passenger and freight earnings per mile of road		804 09
Gross earnings from operation		36,469 98
Gross earnings from operation per mile of road		811 34
Gross earnings from operation per train mile		1 56282
Operating expenses		21,614 88
Operating expenses per mile of road		480 86
Operating expenses per train mile		92625
Train mileage—		
Miles run by passenger trains	5,365	\$-----
Miles run by freight trains	17,971	-----
Total mileage trains earning revenue	23,336	\$-----
Miles run by construction and other trains	581	-----
Grand total train mileage	23,867	\$-----

FREIGHT TRAFFIC MOVEMENT—STATE OF OREGON.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight origi- nating on this road— whole tons.	Freight re- ceived from connecting roads and other carriers —whole tons.	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture—				
Grain	23,831	15	23,846	68.71
Flour	1,385		1,385	3.99
Other mill products	1,940		1,940	5.59
Hay	33		33	.10
Products of animals—				
Livestock	2,664		2,664	7.68
Dressed meats	4		4	.01
Wool		64	64	.18
Products of mines—				
Bituminous coal		136	136	.39
Products of forest—				
Lumber	2,491	1,155	3,646	10.51
Manufactures—				
Sugar		40	40	.12
Agricultural implements	35	34	69	.20
Wines, liquors, and beers		21	21	.06
Household goods and furniture	13	2	15	.04
Merchandise	21	322	343	.99
Miscellaneous—other commodities not mentioned above	119	379	498	1.43
Total tonnage—Oregon	32,536	2,168	34,704	100.00

MILEAGE—STATE OF OREGON.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.		Total mileage operated.	Rails.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track	30.36	14.59	44.95		44.95
Miles of yard track and sidings		4.85	4.85		4.85
Total mileage operated, all tracks	30.36	19.44	49.80		49.80

CHARACTERISTICS OF ROAD—STATE OF OREGON.

Working divisions or branches.				Alignment.			Profile.					
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Number.	Sum of ascents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
		Miles.		Miles.	Miles.	Miles.		Feet.	Miles.		Feet.	Miles.
State line.....	Pendleton.....	30.36	56	8.92	21.44	.61	5	1,180	12.97	7	986.8	16.78
Killian Junction....	Athens.....	14.59	18	4.53	10.06	.62	2	392.6	4.50	3	477.8	9.47
Total.....		44.95	74	13.45	31.50	1.23	7	1,572.6	17.47	10	1,474.6	26.25

CHARACTERISTICS OF ROAD—CONCLUDED.

BRIDGES AND TRESTLES.

<i>Item.</i>	<i>Number.</i>	<i>Aggregate length. Feet.</i>	<i>Minimum length. Feet.</i>	<i>Maximum length. Feet.</i>
Bridges—				
Wooden-----	1	150		
Total-----	1	150		
Trestles-----	32	2,804	48	637

Guage of track — Four feet eight and one half inches; forty-four and ninety-five hundredths miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Name of owner.</i>	<i>Name of operating company.</i>
44.68	59.14	Western Union Telegraph Company.	Washington and Columbia River Railway Company.

OATH.

STATE OF WASHINGTON, }
County of Walla Walla. } ss.

We, the undersigned, W. D. Tyler, president, and Rowland Smith, auditor, of the Washington and Columbia River Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. D. TYLER, President.
ROWLAND SMITH, Auditor.

Subscribed and sworn to before me this twelfth day of September, 1886.

J. L. SHARPSTEIN,
Notary Public for the State of Washington, residing at Walla Walla.

ANNUAL REPORT

OF THE

INDEPENDENCE AND MONMOUTH RAILWAY COMPANY.

For the year ending June 30, 1896.

HISTORY.

1. Name of common carrier making this report: Independence and Monmouth Railway Company.
2. Date of organization: March 18, 1889.

ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
D. W. Sears	Independence, Oregon	Dec. 31, '96
B. F. Smith	Lewisville, Oregon	Dec. 31, '96
F. S. Powell	Monmouth, Oregon	Dec. 31, '96
A. Nelson	Independence, Oregon	Dec. 31, '96
F. A. Patterson	Independence, Oregon	Dec. 31, '96

Total number of stockholders at date of last election: Ten (10).

Date of last meeting of stockholders for election of directors: December 31, 1895.

Postoffice address of general office: Independence, Oregon.

Postoffice address of operating office: Independence, Oregon.

Name and address of officer to whom correspondence regarding this report should be addressed: D. W. Sears, secretary, Independence, Oregon.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board	A. Nelson	Independence, Oregon.
President	A. Nelson	Independence, Oregon.
Secretary	D. W. Sears	Independence, Oregon.
Treasurer	B. F. Smith	Lewisville, Oregon.
General manager	J. Dornisfe	Independence, Oregon.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From —	To —	
Independence and Monmouth Rail- way Company	Independence	Monmouth	2.50

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVE-
MENTS.

Expenditures during year.				
Item.	Included in operating expenses.	Not included in operating expenses.		Total cost to June 30, 1895.
		Charged to income account as permanent improvements.	Charged to construction or equipment.	
Construction—				
Rails, fishplates, frogs, spikes, etc.	\$-----	\$-----	\$ 10,738 84	\$-----
Ties	-----	-----	1,949 46	-----
Terminal facilities and elevators	-----	-----	450 00	-----
Road built by contract	-----	-----	2,640 00	-----
Total construction	\$-----	\$-----	\$-----	\$ 16,114 47
Equipment—				
Locomotives	\$-----	\$-----	\$ 4,045 32	\$-----
Passenger cars	-----	-----	2,157 98	-----
Freight cars	-----	-----	385 00	-----
Total equipment	\$-----	\$-----	\$-----	\$ 6,588 30
Grand total cost, construction, equipment, etc.	\$-----	\$-----	\$-----	\$ 22,702 77

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repay- ments, etc.	Actual earnings.
Passenger —			
Passenger revenue	\$ 1,791 50		
Total			\$ 1,791 50

COMPARATIVE GENERAL BALANCE SHEET.

	June 30, 1896.	
	Item.	Total.
Assets —		
Cost of road		\$ 16,114 47
Cost of equipment		6,588 30

EMPLOYÉES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.
Enginemen	1	365	\$ 720 00
Conductors	1	365	480 00
Total			\$

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF OREGON.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger —		
Number of passengers carried earning revenue	35,785	
Total passenger revenue		\$ 1,791 50
Train mileage —		
Miles run by passenger trains	12,775	

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	Equipment fitted with train brake.	
		Number.	Name.
Locomotives owned and leased —			
Passenger	1		Eam's patent air brake.
Total locomotives in service	1		
Cars owned and leased:			
In passenger service —			
Second-class cars	1		
In freight service —			
Flat cars	1		
Total			

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood.		Miles run.
	Hard.	Soft.	
Passenger		Cords. 180	12,775 75
Total		\$	

CHARACTERISTICS OF ROAD.

BRIDGES.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
Bridges— Wooden	1	190		
Total				

Gauge of track—Four feet eight and one half inches; two and fifty hundredths miles.

OATH.

STATE OF OREGON, }
County of Polk. } ss.

We, the undersigned, A. Nelson, president, and D. W. Sears, secretary, *pro tem.*, of the Independence and Monmouth Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

A. NELSON,
President.
D. W. SEARS,
Secretary.

Subscribed and sworn to before me this ninth day of November, 1896.

H. HIRSCHBERG,
Notary Public for Oregon.

ANNUAL REPORT

OF THE

ROGUE RIVER VALLEY RAILWAY COMPANY.

For the year ending June 30, 1896.

HISTORY.

1. Name of common carrier making this report: Rogue River Valley Railway Company.
2. Date of organization: February 4, 1891.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: Oregon.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
W. Honeyman	Portland, Oregon	January 13, 1897.
E. J. De Hart	Portland, Oregon	January 13, 1897.
W. A. Buchanan	Portland, Oregon	January 13, 1897.
T. D. Honeyman	Portland, Oregon	January 13, 1897.
I. D. Honeyman	Portland, Oregon	January 13, 1897.

Total number of stockholders at date of last election: Five.

Date of last meeting of stockholders for election of directors: January 8, 1896.

Postoffice address of general office: Portland, Oregon.

Postoffice address of operating office: Jacksonville, Oregon.

Name and address of officer to whom correspondence regarding this report should be addressed: W. A. Buchanan, secretary, Portland, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
President	W. Honeyman	Portland, Oregon.
Secretary and treasurer	W. A. Buchanan	Portland, Oregon.
General manager	E. J. De Hart	Portland, Oregon.
General superintendent	F. R. Neil	Jacksonville, Oregon.
General freight agent	E. J. De Hart	Portland, Oregon.
Assistant general freight agent	E. J. De Hart	Portland, Oregon.
General passenger agent	E. J. De Hart	Portland, Oregon.

REPORT OF RAILROAD COMMISSIONERS.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Rogue River Valley Railway Company -----	Medford -----	Jacksonville -----	6	6
Total -----			6	6

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock — Common -----	1,000	\$ 100 00	\$ 100,000 00	\$ 100,000 00
Total -----	1,000	\$ 100 00	\$ 100,000 00	\$ 100,000 00

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.	
		To railroads.	To other property.
Capital stock -----	\$ 100,000 00	\$ 100,000 00	\$ -----
Totals -----	\$ 100,000 00	\$ 100,000 00	\$ -----

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1896.
	Included in operating expenses.	Not included in operating expenses.		
		Charged to income account as permanent improvements.	Charged to construction or equipment.	
Construction—				
Right of way, extension	\$-----	\$-----	\$ 560 77	\$-----
Total construction	\$-----	\$-----	\$ 560 77	\$ 32,902 87
Equipment—				
Locomotives	\$-----	\$-----	\$ 1,184 35	\$-----
Total equipment	\$-----	\$-----	\$ 1,184 35	\$ 8,257 24
Total cost, construction, equipment, etc.	\$-----	\$-----	\$ 1,745 12	\$ 41,160 11

INCOME ACCOUNT.

	Amount.
Gross earnings from operation.....	\$ 4,787 94
Less operating expenses.....	4,370 68
Income from operation.....	\$ 417 26
Surplus from operations of year ending June 30, 1896.....	\$ 417 26

EARNINGS FROM OPERATION.

Item.	Actual earnings.
Passenger—	
Passenger revenue.....	\$ 2,843 25
Total passenger revenue.....	\$ 2,843 25
Mail.....	296 08
Express.....	307 99
Total passenger earnings.....	\$ 3,447 32
Freight—	
Freight revenue.....	\$ 1,340 62
Total freight revenue.....	\$ 1,340 62
Total passenger and freight earnings.....	\$ 4,787 94
Total gross earnings from operation.....	\$ 4,787 94

OPERATING EXPENSES.

<i>Item.</i>	<i>Total.</i>
Maintenance of way and structures —	
Repairs of roadway	\$ 464 36
Renewals of rails	25 09
Renewals of ties	45 00
Repairs and renewals of buildings and fixtures	128 24
Other expenses	12 50
Total	\$ 675 19
Maintenance of equipment —	
Repairs and renewals of locomotives	\$ 69 57
Repairs and renewals of passenger cars	53 18
Other expenses	119 21
Total	\$ 241 96
Conducting transportation —	
Engine and roundhouse men	\$ 900 00
Fuel for locomotives	659 56
Water supply for locomotives	60 00
Oil, tallow, and waste for locomotives	78 75
Other supplies for locomotives	96 75
Train service	660 00
Train supplies and expenses	178 96
Injuries to persons	95 00
Stationery and printing	40 00
Other expenses	149 08
Total	\$ 2,918 10
General expenses —	
Salaries of general officers	\$ 360 00
Insurance	77 98
Stationery and printing (general offices)	22 00
Other expenses	75 45
Total	\$ 535 43
Recapitulation of expenses —	
Maintenance of way and structures	\$ 675 19
Maintenance of equipment	241 96
Conducting transportation	2,918 10
General expenses	535 43
Grand total	\$ 4,370 61

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896.			
	Item.	Total.	
Assets—			
Cost of road	\$	\$	32,902 87
Cost of equipment .....	.....		8,257 24
Grand total	\$		41,160 11
Liabilities—			
Capital stock	\$ 100,000 00	\$	.....
Grand total	\$ 100,000 00	\$	.....

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS
WITHIN STATE OF OREGON.

Wells, Fargo and Company's express. Twenty cents per one hundred pounds for regular merchandise; ten cent per one hundred pounds for special merchandise; \$20 per month for carriage of treasure box.

United States mail; \$74.02 per quarter; \$296.08 per year.

• EMPLOYÉS AND SALARIES—ENTIRE LINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation
General officer (secretary)	1	365	\$ 360 00	\$ 0 91½
Enginemen	1	365	660 00	1 80
Firemen	1	365	240 00	63
Conductor (agent)	1	365	660 00	1 80
All other employés and laborers	2	150	.....	1 25
Total (including general officers)	6	1,610	\$ 1,920 00	\$ 6 39½
Less "general officers"	5	1,245	1,560 00	5 48
Distribution of above—				
General administration	1	365	\$ 360 00	\$ 0 91½
Maintenance of ways and structures	2	150	.....	1 25
Conducting transportation	3	1,095	1,560 00	4 23
Total (including general officers)	6	1,610	\$ 1,920 00	\$ 6 39½
Total (excluding general officers)	5	1,245	\$ 1,560 00	\$ 5 48

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Tonage, number passengers, number trains, mileage number cars.	Revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue	4,230	\$ 2,843 25
Number of passengers carried one mile per mile of road	25,389	
Average distance carried	6	
Total passenger revenue		2,843 25
Average amount received from each passenger		14875
Average receipts per passenger per mile		14875
Total passenger earnings		3,447 32
Passenger earnings per train mile		574 5503
Freight traffic—		
Number of tons carried of freight earning revenue	725	\$ —
Number of tons carried one mile per mile of road	4,350	
Average distance haul of one ton	6	
Total freight revenue		1,340 62
Average amount received for each ton of freight		1 84
Average receipts per ton per mile		30 06
Total freight earnings		1,340 62
Freight earnings per mile of road		22 34306
Passenger and freight—		
Passenger and freight revenue		\$ 4,183 87
Passenger and freight revenue per mile of road		697 30
Passenger and freight earnings		4,787 94
Passenger and freight earnings per mile of road		797 99
Gross earnings from operation		4,787 94
Gross earnings from operation per train mile		797 94
Operating expenses		4,370 61
Operating expenses per mile of road		728 4305
Income from operation		4,787 94
Income from operation per mile of road		797 99

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Total freight tonnage.
Products of agriculture—	
Grain	140
Fruit and vegetables	10
Products of animals—	
Hides and leather	25
Manufactures—	
Castings and machinery	60
Agricultural implements	50
Wines, liquors, and beers	300
Merchandise	140
Total tonnage	725

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.	
			Number.	Name.
Locomotives owned and leased—				
Passenger	1	2		Westinghouse.
Total locomotives in service		2	2	
Total locomotives owned		2	2	
Cars owned and leased—				
In passenger service—				
Combination cars		1	1	
Total		1	1	
In freight service—				
Box cars		1		
Flat cars		1		
Total		2		
In company's service—				
Other road cars		2		
Total		2		
Total cars owned		5		

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.		Rails.	
	Main line.	Branches and spurs.	Iron.	Steel.
Miles of single track	6			6
Miles of yard track and sidings .....	.25		.25	
Total mileage operated, all tracks	6.25		.25	6

CONSUMPTION OF FUEL BY LOCOMOTIVES.

<i>Locomotives.</i>	<i>Wood.</i>		<i>Miles run.</i>
	<i>Hard.</i>	<i>Soft.</i>	
Passenger		<i>Cords.</i> 182	10,950
Total		182	10,950
Average cost at distributing points		\$ 2 90	

ACCIDENTS TO PERSONS.

	<i>Not trespassing.</i>	
	<i>Killed.</i>	<i>Injured.</i>
Other causes		1
Total		1

CHARACTERISTICS OF ROAD.

<i>Working divisions or branches.</i>			<i>Alignment.</i>		<i>Profile—ascending grades.</i>		
<i>From—</i>	<i>To—</i>	<i>Miles.</i>	<i>Number of curves.</i>	<i>Aggregate length of curved line.</i>	<i>Length of straight line.</i>	<i>Sum of ascents.</i>	<i>Aggregate length of ascending grades.</i>
				<i>Miles.</i>	<i>Miles.</i>	<i>Feet.</i>	<i>Miles.</i>
Medford	Jacksonville	6	10	5	5.5	160	6
Total		6	10	5	5.5	160	6

TRESTLES.

<i>Item.</i>	<i>Number.</i>	<i>Aggregate length.</i>
Trestles	4	30

Guage of track—Four feet eight and one half inches; six miles.

OATH.

STATE OF OREGON, }
County of Multnomah. } ss.

We, the undersigned, William Honeyman, president, and W. A. Buchanan, secretary, of the Rogue River Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WILLIAM HONEYMAN,
President.
W. A. BUCHANAM,
Treasurer,

Subscribed and sworn to before me this thirteenth day of October, 1896.

ERNEST B. BAKER,
Notary Public in and for the State of Oregon.

ANNUAL REPORT

OF THE

SEASHORE ROAD COMPANY.

For the year ending June 30, 1896.

HISTORY.

1. Name of common carrier making this report: Seashore Road Company.
2. Date of organization: May 17, 1893.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Oregon.

ORGANIZATION.

Names of directors.	Postoffice address.
D. K. Warren	Warrenton, Oregon.
F. R. Strong	Portland, Oregon.
C. W. Fulton	Astoria, Oregon.
J. Q. A. Bowlby	Astoria, Oregon.
G. C. Fulton	Astoria, Oregon.

Total number of stockholders at date of last election: Eight.

Date of last meeting of stockholders for election of directors: June 29, 1896.

Postoffice address of general officer: D. K. Warren, president, Warrenton, Clatsop county, Oregon.

Postoffice address of operating office: Warrenton, Clatsop county, Oregon.

Name and address of officer to whom correspondence regarding this report should be addressed: F. R. Strong, secretary, Portland, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
President.....	D. K. Warren.....	Warrenton, Oregon.
Secretary.....	F. R. Strong.....	Portland, Oregon.

PROPERTY OPERATED.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>	<i>Miles of line for each class of roads named.</i>
	<i>From—</i>	<i>To—</i>		
Seashore Road Company	Youngs Bay.....	Seaside.....	16.03	16.03
Total			16.03	16.03

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount issued and outstanding.</i>
Capital stock —				
Common.....	1,750	\$ 100 00	\$ 175,000 00	\$ 89,000 00
Total	1,750	\$ 100 00	\$ 175,000 00	\$ 89,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
Mortgage bonds	July, 1898	Sept., 1898	\$ 48,600 00	\$ 48,600 00	\$ 48,600 00
Total			\$ 48,600 00	\$ 48,600 00	\$ 48,600 00

FUNDED DEBT—CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Cash realized or amount issued.	Interest.	
		Rate.	When payable.
Mortgage bonds	\$ 48,600 00	7½	Sept. and Mar. \$ 3,402 00
Total	\$ 48,600 00	7½	\$ 3,402 00

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 48,600 00	\$ 48,600 00	\$ 3,402 00	\$.....
Total.....	\$ 48,600 00	\$ 48,600 00	\$ 3,402 00	\$.....

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1896.	Cost per mile.
Construction and equipment	\$ 137,600 00	\$ 8,583 90
Total cost of construction and equipment.....	\$ 137,600 00	\$ 8,583 90

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation.....	\$ 10,488 69	\$.....
Less operating expenses.....	7,589 13	.....
Income from operation.....	\$.....	2,899 56
Miscellaneous income—less expenses.....		10 00
Total income.....		\$ 2,909 56
Deductions from income—		
Interest on funded debt accrued.....	\$ 3,402 00	\$.....
Taxes.....	567 64	.....
Total deductions from income.....	\$.....	3,969 64
Deficit.....		\$ 1,060 08
Deficit from operations of year ending June 30, 1896.....		\$ 1,060 08
Deficit on June 30, 1895.....		669 59

EARNINGS FROM OPERATION.

Item.	Total receipts.	Actual earnings.
Passenger:—		
Total passenger earnings.....	\$ 8,353 70	\$ 8,353 70
Total freight earnings.....		2,134 99
Total passenger and freight earnings.....	\$	\$ 10,488 69

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway.....	\$ 710 55
Renewals of rails.....	443 77
Renewals of ties.....	131 50
Repairs and renewals of bridges and culverts.....	61 25
Repairs and renewals of fences, road crossings, signs, and cattle-guards.....	33 65
Repairs and renewals of docks and wharves.....	160 84
Other expenses.....	5 35
Total.....	\$ 1,546 91
Maintenance of equipment—	
Repairs and renewals of locomotives.....	\$ 887 13
Repairs and renewals of passenger cars.....	37 84
Repairs and renewals of freight cars.....	179 83
Total.....	\$ 1,104 80
Conducting transportation—	
Superintendence.....	\$ 200 00
Engine and roundhouse men.....	1,474 20
Fuel for locomotives.....	1,463 42
Oil, tallow, and waste for locomotives.....	39 93
Train service.....	1,049 68
Train supplies and expenses.....	33 89
Switchmen, flagmen, and watchmen.....	17 00
Station supplies.....	24 00
Hire of equipment.....	403 80
Loss and damage.....	68 00
Advertising.....	80 10
Stationery and printing.....	41 00
Totals.....	\$ 4,895 02
General expenses—	
Stationery and printing (general offices).....	\$ 29 65
Other expenses.....	12 75
Total.....	\$ 42 40
Recapitulation of expenses—	
Maintenance of way and structures.....	\$ 1,546 91
Maintenance of equipment.....	1,104 80
Conducting transportation.....	4,895 02
General expenses.....	42 40
Grand total.....	\$ 7,589 13
Percentage of expenses to earnings.....	72.7%
Operating expenses—	
Maintenance of way and structures.....	\$ 1,546 91
Maintenance of equipment.....	1,104 80
Conducting transportation.....	4,895 02
General expenses.....	42 40
Total.....	\$ 7,589 12
Percentage of expenses to earnings—Oregon.....	72.7%

COMPARATIVE GENERAL BALANCE SHEET.

	June 30, 1896.	
	Item.	Total.
Assets—		
Cost of road and equipment	\$ 137,600 00	\$ 137,600 00
Liabilities—		
Capital stock	\$ 89,000 00	\$ 89,000 00
Funded debt	48,600 00	48,600 00
Grand total	\$ 137,600 00	\$ 137,600 00

SECURITY FOR FUNDED DEBT.

Class of bonds or obligation.	What equipment mortgaged.
Mortgage bonds	Entire line, equipment, etc.

EMPLOYÉES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Superintendent	1	62	\$ 200 00	\$ 3 22
Enginemen	2	343	1,075 00	3 13
Firemen	2	278	338 58	1 22
Conductors	1	366	900 00	2 46
Other trainmen	1	107	149 68	1 40
Machinists	2	44	143 00	3 25
Carpenters	2	394	125 30	3 19
Other shopmen	2	351	82 15	2 31
Section foremen	1	814	163 00	2 00
Other trackmen	4	360	536 75	1 49
Switchmen, flagmen, and watchmen	1	48	62 62	1 30
Total, including general officers	19	1,764	\$ 3,776 08	\$
Distribution of above—				
Maintenance of ways and structures			\$ 699 75	\$
Maintenance of equipment			350 45	.....
Conducting transportation			2,725 88	.....
Total, including general officers			\$ 3,776 08	\$

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	Equipment fitted with train brake.	
		Number.	Name.
Locomotives owned and leased	1	1	Westinghouse.
Total locomotives in service	1	1	
Total locomotives owned	1	1	
Cars owned and leased:			
Other cars in passenger service	10		Air on some.
Total	10		
In freight service—			
Box cars	2		Air.
Flat cars	12		
Total	14		
Total cars in service	24		
Total cars owned	24		

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Lines represented by capital stock.		Total mileage operated.	Rails.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track	15.53	.5	16.03	3.33	12.7
Total mileage operated, all tracks			16.03		

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Fir	500	\$ 0.25
Total		\$

18

Passenger and freight.

Working divisions or branches.

Youngs Bay -

CHARACTERISTICS OF ROAD—CONCLUDED.

BRIDGES.

Item.	Number.	Aggregate length. Feet.
Bridges—		
Combination draw	1	74
Total	1	74
Trestles	16	7,957

Gauge of track—Four feet eight and one half inches; fifteen and fifty-three hundredths miles.

OATH.

STATE OF OREGON,

County of Multnomah. } ss.

I, the undersigned, secretary, of the Seashore Road Company, on oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. R. STRONG,
Secretary.

Subscribed and sworn to before me this nineteenth day of April, 1896.

THOMAS N. STRONG,
Notary Public for Oregon.

ANNUAL REPORT

OF THE

OREGON CENTRAL AND EASTERN RAILROAD COMPANY.

For the year ending June 30, 1896.

HISTORY.

1. Name of common carrier making this report: Oregon Central and Eastern Railroad Company.
2. Date of organization: April 12, 1895.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Oregon.
4. If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Reorganized. Formerly Oregon Pacific Railroad Company and Willamette Valley and Coast Railroad Company.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>
A. B. Hammond.....	Missoula, Montana.
Edwin Stone.....	Corvallis, Oregon.
J. R. Bryson.....	Corvallis, Oregon.

Total number of stockholders at date of last election: Six.
 Postoffice address of general office: Corvallis, Oregon.
 Postoffice address of operating office: Corvallis, Oregon.
 Name and address of officer to whom correspondence regarding this report should be addressed: Edwin Stone, manager, Corvallis, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
President.....	A. B. Hammond	Missoula, Montana.
Vice-president.....	Edwin Stone	Corvallis, Oregon.
Secretary	Edwin Stone	Corvallis, Oregon.
Treasurer	C. H. McLeod	Missoula, Montana.
General solicitor.....	J. R. Bryson	Corvallis, Oregon.
Manager	Edwin Stone	Corvallis, Oregon.
Superintendent	C. Sullivan	Corvallis, Oregon.

PROPERTY OPERATED.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>
	<i>From —</i>	<i>To —</i>	
Oregon Central and Eastern Rail- road Company	Yaquina	Idanha	141.80

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>
Capital stock — Common	3,000	\$ 100 00	\$ 3,000,000 00
<i>Manner of payment for capital stock.</i>	<i>Number of shares issued during year.</i>	<i>Cash realized on amount issued during year.</i>	
Issued for purchase of road from Messrs. Bonner and Hammond.	30,000	3,000,000 00	

CURRENT ASSETS AND LIABILITIES.

<i>Cash and current assets available for payment of current liabilities.</i>		<i>Current liabilities accrued to and including June 30, 1896.</i>	
Cash		Audited vouchers and accounts	\$ 3,826 43
Bills receivable	\$ 3,526 29	Wages and salaries	10,495 69
Due from agents	1,757 70	Rents due July 1st	40 00
Due from companies and individuals	2,505 58	Miscellaneous	20 44
Other cash assets (excluding materials and supplies)*	2,956 25	Total — current liabilities	\$ 13,382 56
Total — cash and current assets	\$ 31,635 68		
Balance — current liabilities	13,382 56		
Total	\$ 18,253 12		

*Materials and supplies on hand, \$20,909.86.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

<i>Account.</i>	<i>Amount per mile of road.</i>	
	<i>Total amount outstanding.</i>	<i>Miles. Amount.</i>
Capital stock	\$ 3,000,000 00	141.80 \$ 21,126 76

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.				Total cost to June 30, 1895, from December 22, 1894.	Total cost to June 30, 1896.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction —							
Right of way (roadway)	\$	\$		\$ 13,711 75	\$ 425 42	\$ 14,137 17	\$
Fences				82 25		82 25	
Bridges and trestles				54,500 09	4,171 87	58,671 96	
Ties				12,284 49	129 33	12,413 82	
Buildings, furniture, and fixtures				489 60		489 60	
Shop machinery and tools				525 85		525 85	
Telegraph line				108 67	32 94	141 61	
Wharfing, etc.				2,081 56		2,081 56	
Other items				81 38		81 38	
Total construction	\$	\$		\$ 88,815 64	\$ 4,759 56	\$ 93,575 20	\$ 624 65
Equipment —							
Locomotives	\$	\$		2,586 61	196 84	2,783 45	
Passenger cars				1,079 70	120 00	1,199 70	
Freight cars				4,032 42	264 50	4,296 92	
Other cars of all classes (work)				954 87		954 87	
Total equipment	\$	\$		\$ 8,653 60	\$ 581 34	\$ 9,234 94	\$ 65 13
Total cost, construction and equipment	\$	\$		\$ 92,469 24	\$ 5,340 90	\$ 97,810 14	\$ 689 78

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation	\$ 89,502 81	\$
Less operating expenses	67,825 52	.....
Income from operation	\$ 21,677 29	.....
Total income		\$ 21,677 29
Deductions from income —		
Taxes	3,694 65	.....
Total deductions from income	\$	3,694 65
Net income		\$ 17,982 64
Deficit on June 30, 1895		12,125 08
Surplus on June 30, 1896		\$ 5,857 56

EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.	Actual earnings.
Passenger —		
Passenger revenue	\$ 26,786 29	.....
Total passenger revenue	\$ 26,786 29	.....
Mail	8,911 12	.....
Express	900 00	.....
Extra baggage, and storage	163 20	.....
Total passenger earnings		\$ 36,760 62
Freight —		
Freight revenue	\$ 51,836 69	.....
Total freight earnings		\$ 51,836 69
Total passenger and freight earnings		\$ 88,597 30
Other earnings from operation —		
Telegraph companies	\$ 632 60	.....
Other sources	272 91	.....
Total other earnings		\$ 905 51
Total gross earnings from operation		\$ 89,502 81

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway	\$ 8,792 52
Renewals of rails	51 75
Renewals of ties	3,339 30
Repairs and renewals of bridges and culverts	2,360 79
Repairs and renewals of fences, road crossings, signs, and cattle-guards	251 23
Repairs and renewals of buildings and fixtures	209 97
Repairs and renewals of docks and wharves	97 35
Repairs and renewals of telegraph	285 73
Stationery and printing	23 09
Total	\$ 15,411 73
Maintenance of equipment—	
Superintendence	\$ 1,609 60
Repairs and renewals of locomotives	700 02
Repairs and renewals of passenger cars	685 73
Repairs and renewals of freight cars	832 13
Repairs and renewals of work cars	11 13
Repairs and renewals of shop machinery and tools	455 44
Stationery and printing	21 42
Other expenses	99 59
Total	\$ 4,415 06
Conducting transportation—	
Superintendence	\$ 3,633 10
Engine and roundhousemen	7,049 63
Fuel for locomotives	5,291 03
Water supply for locomotives	94 13
Oil, tallow, and waste for locomotives	94 83
Other supplies for locomotives	87 02
Train service	5,659 18
Train supplies and expenses	375 03
Switchmen, flagmen, and watchmen	345 46
Telegraph expenses	3,288 56
Station service	5,224 95
Station supplies	157 39
Car mileage—balance	3 93
Hire of equipment (credit, \$10)	
Loss and damage	1,030 24
Injuries to persons	50 00
Advertising	85 50
Outside agencies	100 52
Rents of buildings and other property	320 00
Stationery and printing	515 43
Other expenses	462 32
Less credit account, hire of equipment	10 00
Total	\$ 33,858 75
General expenses—	
Salaries of general officers	\$ 8,025 00
Salaries of clerks and attendants	1,827 12
General office expenses and supplies	1,044 57
Law expenses	2,827 72
Stationery and printing (general offices)	180 81
Other expenses	234 76
Total	\$ 14,139 98
Recapitulation of expenses—	
Maintenance of way and structures	\$ 15,411 73
Maintenance of equipment	4,415 06
Conducting transportation	33,858 75
General expenses	14,139 98
Grand total	\$ 67,825 52
Percentage of expenses to earnings	76%

EMPLOYÉS AND SALARIES—STATE OF OREGON.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	1,305	\$ 10,475 00	\$ 8 08
Other officers		502	2,640 00	5 26
General office clerks		1,424	3,620 00	2 54
Station agents	8	2,926	5,584 92	1 91
Other station men	4	1,448	2,126 17	1 47
Enginemen	4	894	3,449 73	3 86
Firemen	4	872	2,180 06	2 50
Conductors	4	861	2,851 93	3 31
Other trainmen	8	1,403	3,172 44	2 25
Machinists	5	874	2,754 18	3 15
Carpenters	72	12,971	30,482 69	2 35
Other shopmen	15	3,096	6,842 89	2 21
Section foremen	15	5,102	10,006 47	1 98
Other trackmen	65	13,024	12,763 42	1 59
Switchmen, flagmen, and watchmen	5	1,694	2,698 87	3 15
Telegraph operators and dispatchers	1	363	1,150 00	1 82
All other employes and laborers	4	928	1,680 24	2 15
Total, including general officers.	221	49,694	\$ 104,578 01	\$ 2 15
Less general officers	3	1,305	10,475 00	
Total, excluding general officers	218	48,389	\$ 94,103 01	\$ 1 94
Distribution of above—				
General administration	5	2,129	\$ 13,095 00	
Maintenance of way and structures	49	8,824	13,267 82	
Maintenance of equipment	14	1,618	3,482 13	
Conducting transportation	31	3,382	23,446 04	
Permanent improvement	122	27,731	49,284 96	
Total, including general officers	221	49,694	\$ 104,578 01	
Less general officers	3	1,305	10,475 00	
Total, excluding general officers	218	48,389	\$ 94,103 01	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Tonnage, number passengers, number trains, mileage, number cars.	Revenue and rates.
Passenger traffic —		
Number of passengers carried earning revenue.....	29,260	\$ -----
Number of passengers carried one mile.....	965,873	-----
Number of passengers carried one mile per mile of road.....	6,811	-----
Average distance carried.....	33	-----
Total passenger revenue.....		26,778 29
Average amount received from each passenger.....		91520
Average receipts per passenger per mile.....		02772
Total passenger earnings.....		36,760 61
Passenger earnings per mile of road.....		259 24
Freight traffic —		
Number of tons carried of freight earning revenue.....	38,790	\$ -----
Number of tons carried one mile.....	2,249,820	-----
Number of tons carried one mile per mile of road.....	15,866	-----
Average distance haul of one ton.....	58	-----
Total freight revenue.....		51,836 69
Average amount received for each ton of freight.....		1 336
Average receipts per ton per mile.....		0234
Total freight earnings.....		51,836 69
Freight earnings per mile of road.....		365 56
Passenger and freight —		
Passenger and freight revenue.....		\$ 78,622 98
Passenger and freight revenue per mile of road.....		554 46
Passenger and freight earnings.....		88,579 30
Passenger and freight earnings per mile of road.....		624 80
Gross earnings from operation.....		89,502 81
Gross earnings from operation per mile of road.....		631 19
Operating expenses.....		67,825 52
Operating expenses per mile of road.....		478 32
Income from operation.....		17,928 64
Income from operation per mile of road.....		126 82

FREIGHT TRAFFIC MOVEMENT—STATE OF OREGON.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight origi- nating on this road— whole tons.	Freight re- ceived from connecting roads and other carriers —whole tons.	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture—				
Grain	10,548	2,736	13,284	34.25
Flour	3,482	85	3,567	9.20
Hay	742	724	1,466	1.90
Fruit and vegetables	367	400	767	1.98
Products of animals—				
Livestock and poultry	46	—	46	.12
Dressed meats	84	—	84	.22
Wool	11	—	11	.03
Hides and leather	13	—	13	.03
Products of mines—				
Stone, sand, and other articles	5,909	—	5,909	15.23
Products of forest—				
Lumber	6,015	—	6,015	15.51
Wool and stave bolts	2,175	—	2,175	5.61
Manufactures—				
Petroleum and other oils	18	—	18	.05
Castings and machinery	457	95	552	1.41
Cement, brick, and lime	101	—	101	.26
Wagons, carriages, tools, etc.	23	—	23	.06
Wines, liquors, and beers	68	—	68	.18
Household goods and furniture	152	42	194	.50
Miscellaneous—other commodities not mentioned above	3,372	1,949	5,321	13.46
Total tonnage	33,483	5,307	38,790	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	Equipment fitted with train brake.
		Number.
Locomotives — owned and leased —		
Passenger	12	12
Freight		
Switching		
Total locomotives in service	12	12
Cars — owned and leased —		
In passenger service —		
First class cars	5	
Combination cars	2	
Baggage, express, and postal cars	4	
Total	11	
In freight service —		
Box cars	248	
Flat cars	73	
Stock cars	1	
Total	322	
In company's service —		
Derrick cars	1	
Caboose cars	1	
Other road cars	1	
Total	3	
Total cars in service	336	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	Line represented by capital stock.		Rails.	
	Main line.	Branches and spurs.	Iron.	Steel.
Miles of single track	141.8			141.8
Miles of yard track and sidings	13		5	8
Total mileage operated, all tracks	154.8		5	149.8

NOTE.—All of the property of the Oregon Central and Eastern Railroad Company is in the state of Oregon, consisting of one hundred and forty-one and eighth tenths miles of single track (steel rails), and thirteen miles of side tracks.

ACCIDENTS TO PERSONS.

Kind of accidents.	Employees.	
	Killed.	Injured.
Slightly injured by falling from bridges.		2

NOTE.—Two carpenters slightly injured by falling off bridges.

CHARACTERISTICS OF ROAD—STATE OF OREGON.

Working divisions or branches.				Alignment.		Profile.			
From—	To—	Miles.	Number of curves.	Aggregate length of straight, curved line.	Length of level line.	Sum of ascents.	Aggregate length of ascending grades.	Sum of descents.	Aggregate length of descending grades.
Yaquina	Idanha	141.80	523	Miles 5,415	Miles 4,835	Feet 2,475.9	Miles 7,201	Feet 8,101	Miles 2,144
						91		56	

CHARACTERISTICS OF ROAD—CONCLUDED.

BRIDGES AND TRESTLES.

<i>Name.</i>	<i>Number.</i>	<i>Aggregate length.</i>	<i>Minimum length.</i>	<i>Maximum length.</i>
		<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>
Bridges—				
Wooden.....	283	41,865		
Combination.....	1	420		
Total.....	284	42,285	6	2,512
Tunnels.....	3	1,975	480	805

Gauge of track—Four feet eight and one half inches; one hundred and forty-one and eighty hundredths miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

<i>Name of operating company.</i>	<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Operated by this company.</i>	
			<i>Miles of line.</i>	<i>Miles of wire.</i>
Oregon Central and Eastern Railroad Company.	138	138	122	122

OATH.

STATE OF OREGON, }
County of Benton. } ss.

I, the undersigned, Edwin Stone, vice-president and manager of the Oregon Central and Eastern Railroad Company, on oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

EDWIN STONE,
Vice-President and Manager.

Subscribed and sworn to before me this seventeenth day of November, 1896.

J. R. BRYSON,
Notary Public.

ANNUAL REPORT

OF THE

THE COOS BAY, ROSEBURG AND EASTERN RAILROAD AND
NAVIGATION COMPANY.*For the year ending June 30, 1896.*

HISTORY.

1. Name of common carrier making this report: The Coos Bay, Roseburg and Eastern Railroad and Navigation Company.
2. Date of organization: June 9, 1890.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: General laws of the state of Oregon.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
T. R. Sheridan	Roseburg, Oregon	August 24, 1896.
J. W. Bennett	Marshfield, Oregon	August 24, 1896.
F. N. McLean	Marshfield, Oregon	August 24, 1896.
E. G. Flanagan	Marshfield, Oregon	August 24, 1896.
O. J. Seeley	Marshfield, Oregon	August 24, 1896.
R. A. Graham	Marshfield, Oregon	August 24, 1896.
J. B. Hassett	Marshfield, Oregon	August 24, 1896.

Total number of stockholders at date of last election: seven.

Date of last meeting of stockholders for election of directors: August 21, 1895.

Postoffice address of general office: Marshfield, Oregon.

Postoffice address of operating office: Not operating.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	T. R. Sheridan	Roseburg, Oregon.
President.....	T. R. Sheridan	Roseburg, Oregon.
First vice-president.....	J. W. Bennett	Marshfield, Oregon.
Secretary and treasurer.....	J. B. Hassett	Marshfield, Oregon.
General solicitor.....	Myrick and Deering	San Francisco, California.
Attorney, or general counsel.....	John A. Gray	Marshfield, Oregon.
Auditor.....	J. B. Hassett	Marshfield, Oregon.
General manager.....	R. A. Graham	Marshfield, Oregon.
General superintendent.....	F. N. McLean	Marshfield, Oregon.
Traffic manager.....	J. B. Hassett	Marshfield, Oregon.

PROPERTY OPERATED.

Road in process of construction and not formally turned over by the contractor to railroad company, R. A. Graham is the name of contractor.

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount issued and outstanding.</i>
Capital stock—				
Common.....	20,000	\$ 100 00	\$ 2,000,000 00	\$ 2,000,000 00
Total.....	20,000	\$ 100 00	\$ 2,000,000 00	\$ 2,000,000 00
<i>Manner of payment for capital stock.</i>				<i>Total number shares issued and outstanding.</i>
Nominal issue, owned and controlled by the corporation and its promoters.....				20,000
Total.....				20,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
First mortgage	April, 1891	April, 1921	\$ 2,500,000 00	\$ 625,000 00	\$ 625,000 00
Total			\$ 2,500,000 00	\$ 625,000 00	\$ 625,000 00

FUNDED DEBT—CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	*Cash realized on amount issued.	Interest.		Amount accrued during year.
		Rate.	When payable.	
First mortgage		6%	Apr 1 and Oct 1	\$ 37,500 00
Total		6%		\$ 37,500 00

*Bonds to contractor in payment for construction of railroad.

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 625,000 00	\$ 625,000 00	\$ 37,500 00	\$
Total.....	\$ 625,000 00	\$ 625,000 00	\$ 37,000 00	\$

CURRENT LIABILITIES.

Current liabilities accrued to and including June 30, 1894.	Amount.
Matured interest coupons unpaid, including coupons due July 1st	\$ 117,840 00

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	Amount per mile of line.	
			Miles.	Amount.
Capital stock.....	\$ 2,000,000 00	\$ 2,000,000 00	31.46	\$ 63,572 80
Bonds.....	625,000 00	625,000 00	31.46	19,866 50
Total.....	\$ 2,625,000 00	\$ 2,625,000 00	.....	\$ 83,439 30

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

<i>Item.</i>	<i>Total cost to June 30, 1895.</i>	<i>Total cost to June 30, 1896.</i>	<i>Cost per mile.</i>
Total construction	\$ 625,000 00	\$ 625,000 00	\$ 19,866 50

INCOME ACCOUNT.

	<i>Amount.</i>	<i>Amount.</i>
Deductions from income—		
Interest on funded debt accrued during year	\$ 37,500 00	\$
Total deductions from income	\$ 37,500 00	\$ 37,500 00
Deficit		\$ 37,500 00
Deficit from operations of year ending June 30, 1896		\$ 37,500 00
Deficit on June 30, 1895		\$ 86,590 00
Deficit June 30, 1896		\$ 124,090 00

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1885.		June 30, 1886.		Year ending June 30, 1886.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
Assets —					
Cost of road	\$ 625,000 00		\$ 625,000 00	\$	\$
Capital stock : Nominal issue owned and controlled by corporation and its promoters	2,000,000 00		2,000,000 00		
Profit and loss	86,590 00		124,090 00	\$ 37,500 00	
Grand total	\$ 2,711,590 00		\$ 2,749,090 00	\$ 37,500 00	\$
Liabilities —					
Capital stock	\$ 2,000,000 00		\$ 2,000,000 00	\$	\$
Funded debt	625,000 00		625,000 00		
Current liabilities	80,340 00		117,840 00	37,500 00	
Accrued interest on funded debt not yet payable	6,250 00		6,250 00		
Grand total	\$ 2,711,590 00		\$ 2,749,090 00	\$ 37,500 00	\$

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	What road mortgaged.		Amount of mortgage per mile of line.
	From —	To — Miles.	
First mortgage 30-year, gold, 6%	Marshfield	Myrtle Point	25 \$ 25,000 00

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment fitted with train brake.		Equipment fitted with automatic coupler	
			Number.	Name.	Number.	Name.
Locomotives — owned and leased —						
Freight.....	1	1				
Switching.....	1	1				
Total locomotives in service.....	2	2		Westinghouse		
Cars — owned and leased —						
In passenger service:						
Combination cars.....	1	1		Westinghouse	1	Janney.
Total.....	1	1			1	
In freight service:						
Box cars.....	1	2				
Flat cars.....		13				
Coal cars.....	6	6				
Other cars in freight service.....		12				
Total.....	7	33				
In company's service:						
Gravel cars.....		15				
Caboose cars.....	1	1				
Less cars leased.....	1	16				
Total cars owned.....	8	49			1	Janney.

MILEAGE.

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

	Line represented by capital stock.		Total mileage owned.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Oregon -----	27.75	3.71	31.46	2.82		31.46
Total mileage owned (single track) -----	27.75	3.71	31.46	2.82		31.46

CHARACTERISTICS OF ROAD—STATE OF OREGON.

Working divisions or branches.			Alignment.		Profile.						
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Ascending grades.			Descending grades.		
						Number.	Sum of ascent.	Aggregate length of ascending grades.	Number.	Sum of descent.	Aggregate length of descending grades.
Marshfield	Myrtle Point	25.86	97	Miles. 8.95	Miles. 16.91	29	23.85	Miles. 8.76	25	20.80	Miles. 5.17
Beaver Hill Junction	Beaver Hill	1.89	6	.59	1.30						
Total		27.75	103	9.54	18.21	29	23.85	8.76	25	20.80	5.17

CHARACTERISTICS OF ROAD—CONCLUDED.

BRIDGES.

<i>Item.</i>	<i>Number.</i>	<i>Aggregate length.</i>	<i>Minimum length.</i>	<i>Maximum length.</i>
		<i>Feet. In.</i>	<i>Feet. In.</i>	<i>Feet. In.</i>
Bridges—				
Wooden -----	4	253 00		
Total -----	4	253 00		
Trestles -----	40	14,965 00	16 00	1,824 0

<i>Item.</i>	<i>Number.</i>	<i>Height of lowest above surface of rail.</i>
		<i>Feet. In.</i>
Overhead highway crossings—		
Bridges -----	1	25 0
Total -----	1	25 0

Gauge of track—Four feet eight and one half inches; thirty-one and forty-six hundredths miles.

OATH.

STATE OF OREGON, }
County of Coos. } ss.

We, the undersigned, T. R. Sheridan, president, and J. B. Hassett, secretary, of the Coos Bay, Roseburg and Eastern Railroad and Navigation Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

T. R. SHERIDAN,
President.
J. B. HASSETT,
Treasurer.

Subscribed and sworn to before me this third day of December, 1896, by T. R. Sheridan.

J. S. FITZHUGH,
Notary Public in and for the State of Oregon.

Subscribed and sworn to before me this thirtieth day of November, 1896, by J. B. Hassett,

HENRY SENGSTACKEN,
Notary Public in and for the State of Oregon.

ANNUAL REPORT

OF THE

SUMPTER VALLEY RAILWAY COMPANY.

For the year ending June 30, 1896.

HISTORY.

1. Name of common carrier making this report: Sumpter Valley Railway Company.
2. Date of organization: August 15, 1890.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Oregon.

ORGANIZATION.

Names of directors.	Postoffice address.
David Eccles.....	Ogden, Utah.
C. W. Nibley.....	Baker City, Oregon.
James Sharp.....	Salt Lake City, Utah.
William Eccles.....	Viento, Oregon.
F. M. Shurtliff.....	Baker City, Oregon.

Total number of stockholders at date of last election: Twenty-seven (27).
 Date of last meeting of stockholders for election of directors: January 13, 1896.
 Postoffice address of general office: Baker City, Oregon.
 Postoffice address of operating office: Baker City, Oregon.
 Name and address of officer to whom correspondence regarding this report should be addressed: Joseph Barton, assistant superintendent, Baker City, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	David Eccles.....	Baker City, Oregon.
President.....	David Eccles.....	Baker City, Oregon.
Vice-president.....	Charles W. Nibley.....	Baker City, Oregon.
Secretary.....	Joseph A. West.....	Baker City, Oregon.
Attorney, or general counsel.....	Johns and Smith.....	Baker City, Oregon.
Auditor.....	Thomas D. Dee.....	Baker City, Oregon.
General manager.....	David Eccles.....	Baker City, Oregon.
Chief engineer.....	Joseph Barton.....	Baker City, Oregon.
General superintendent.....	F. M. Shurtliff.....	Baker City, Oregon.
Assistant general superintendent.....	Joseph Barton.....	Baker City, Oregon.
General freight agent.....	Joseph Barton.....	Baker City, Oregon.
General passenger agent.....	Joseph Barton.....	Baker City, Oregon.

PROPERTY OPERATED.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>
	<i>From —</i>	<i>To —</i>	
Sumpter Valley Railway Company.....	Baker City.....	McEwen.....	25
Spurs.....			4
Total.....			29

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount is- sued and outstanding.</i>
Capital stock —				
Common.....	2,500	\$ 100 00	\$ 250,000 00	\$ 150,000 00
Total.....	2,500	\$ 100 00	\$ 250,000 00	\$ 150,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of Authorized Issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
First mortgage gold bonds	March 31, 1891	Year, 20	\$ 150,000 00	\$ 150,000 00	\$ 150,000 00

FUNDED DEBT — CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Cash realized on amount issued.	Interest.		
		Rate.	When payable.	Amount paid during year.
First mortgage bonds	\$ 150,000 00	6%	Jan. and July	\$ 9,000 00 \$ 9,000 00

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 150,000 00	\$ 150,000 00	\$ 9,000 00	\$ 9,000 00
Miscellaneous obligations.....		37,291 50		
Total.....	\$ 150,000 00	\$ 187,291 50	\$ 9,000 00	\$ 9,000 00

CURRENT LIABILITIES.

Current liabilities accrued to and including June 30, 1894.	Amount.
Miscellaneous.....	\$ 37,291 50

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Amount per mile of line.	
		Miles.	Amount.
Capital stock.....	\$ 150,000 00	25	\$ 6,000 00
Bonds.....	150,000 00	25	6,000 00
Current liabilities.....	37,291 50		
Totals.....	\$ 337,291 50		

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1895.	Total cost to June 30, 1896.
Construction—		
Rails and fixtures.....	\$ 60,485 67	\$ 60,485 67
Road built by contract.....	226,500 00	226,500 00
Total construction.....	\$ 286,985 67	\$ 286,985 67
Equipment—		
Locomotives.....	\$ 12,000 00	\$ 12,000 00
Passenger cars.....	2,500 00	2,500 00
Baggage, express, and postal cars.....	1,600 00	1,600 00
Freight cars.....	6,700 00	6,700 00
Other cars of all classes.....	250 00	250 00
Total equipment.....	\$ 23,050 00	\$ 23,050 00
Total cost, construction, equipment, etc.....	\$ 310,035 67	\$ 310,035 67

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation	\$ 40,993 49	\$
Less operating expenses	31,104 35	.....
Income from operation	\$ 9,889 14	.....
Total income .....	.....	\$ 9,889 14
Deductions from income—		
Interest on funded debt accrued	\$ 9,000 00	\$
Taxes	673 35	.....
Total deductions from income	\$	9,673 35
Net income .....	.....	\$ 215 19

EARNINGS FROM OPERATION.

Item.	Total receipts.	Actual earnings.
Passenger—		
Passenger revenue	\$ 7,447 10	.....
Total passenger revenue	\$	\$ 7,447 10
Mail, express, and telephone .....	.....	1,779 09
Total passenger earnings .....	.....	\$ 9,226 19
Freight—		
Freight revenue	\$ 30,523 36	.....
Total freight earnings .....	.....	\$ 30,523 36
Other earnings from operation —		
Other sources .....	.....	\$ 1,243 94
Total other earnings .....	.....	\$ 1,243 94
Total gross earnings from operation .....	.....	\$ 40,993 49

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway	
Renewals of rails	
Renewals of ties	
Repairs of bridges and culverts	
Repairs of fences, road crossings, signs, and cattle-guards	\$ 16,835 82
Repairs of buildings	
Repairs of docks and wharves	
Repairs of telegraph	
Other expenses	
Total	\$ 16,835 82
Maintenance of equipment—	
Repairs and renewals of locomotives	
Repairs and renewals of passenger cars	
Repairs and renewals of freight cars	\$ 2,896 74
Repairs and renewals of ferryboats, tugs, floats, and barges	
Shop machinery, tools, etc.	
Other expenses	
Total	\$ 2,896 74
General expenses—	
Stationery and printing (general offices)	\$ 1,295 20
Other general expenses	256 02
Total	\$ 1,551 22
Recapitulation of expenses—	
Maintenance of way and structures	\$ 16,835 82
Maintenance of equipment	2,896 74
Conducting transportation	9,820 57
General expenses	1,551 22
Grand total	\$ 31,104 35

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.			June 30, 1896.		
Item.	Total.		Item.	Total.	
		Assets—			
		Cost of road	\$ 286,985 67	\$	
		Cost of equipment	23,050 00		
		Profit and loss	215 79		
		Grand total	\$ 310,251 46	\$	
		Liabilities—			
1,500 shares	\$ 150,000 00	Capital stock	1,500 shares	\$ 150,000 00	
150 bonds	150,000 00	Funded debt	150 bonds	150,000 00	
	37,291 50	Current liabilities		37,291 50	
	\$ 237,291 50	Grand total		\$ 337,291 50	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

<i>Item.</i>	<i>Revenue and rates.</i>
Passenger traffic—	
Total passenger revenue.....	\$ 7,447 10
Total passenger earnings.....	9,226 19
Passenger earnings per mile of road.....	369 0476
Freight traffic—	
Total freight revenue.....	\$ 30,523 36
Total freight earnings.....	30,523 36
Freight earnings per mile of road.....	1,220 9844
Passenger and freight—	
Passenger and freight revenue.....	\$ 37,970 46
Passenger and freight revenue per mile of road.....	1,518 8184
Passenger and freight earnings.....	39,749 55
Passenger and freight earnings per mile of road.....	1,589 9620
Gross earnings from operation.....	40,993 49
Gross earnings from operation per mile of road.....	1,639 7396
Operating expenses.....	31,104 35
Operating expenses per mile of road.....	1,244 1740
Income from operation.....	40,993 49*
Income from operation per mile of road.....	1,639 7396

DESCRIPTION OF EQUIPMENT.

<i>Item.</i>	<i>Total number at end of year.</i>
Locomotives—owned and leased—	
Passenger.....	4
Freight.....	
Switching.....	
Total locomotives in service.....	4
Cars—owned and leased—	
In passenger service—	
First class cars.....	1
Combination cars.....	1
Total.....	2
In freight service—	
Box cars.....	10
Flat cars.....	52
Total.....	62
In company's service—	
Caboose cars.....	1
Total cars in service.....	65
Total cars owned.....	65

OATH.

STATE OF OREGON, }
County of Baker. } ss.

We, the undersigned, David Eccles, president, and Joseph Barton, assistant superintendent, of the Sumpter Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

DAVID ECCLES, President
JOSEPH BARTON,
Assistant Superintendent.

Subscribed and sworn to before me this fifth day of December, 1896.

JAMES T. SMURTHWAITE,
Notary Public.

MILEAGE.

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

	Line represented by capital stock.		Total mileage owned.	New line constructed during year.	Balls.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Oregon	27.75	3.71	31.46	2.82		31.46
Total mileage owned (single track)	27.75	3.71	31.46	2.82		31.46

CHARACTERISTICS OF ROAD—STATE OF OREGON.

Working divisions or branches.			Alignment.		Profile.						
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Ascending grades.		Descending grades.		
						Number.	Sum of ascents.	Aggregate ascending grades.	Number.	Sum of descents.	Aggregate descending grades.
Marshfield	Myrtle Point	25.86	97	Miles. 8.95	Miles. 16.91		29	23.85		Feet. 20.80	Miles. 5.17
Beaver Hill Junction	Beaver Hill	1.89	6	.59	1.30	1.89			25		
Total		27.75	103	9.54	18.21	13.82	29	23.85	25	20.80	5.17

CHARACTERISTICS OF ROAD—CONCLUDED.

BRIDGES.

<i>Item.</i>	<i>Number.</i>	<i>Aggregate length.</i>	<i>Minimum length.</i>	<i>Maximum length.</i>
		<i>Feet. In.</i>	<i>Feet. In.</i>	<i>Feet. In.</i>
Bridges—				
Wooden -----	4	253 00		
Total -----	4	253 00		
Trestles -----	40	14,965 00	16 00	1,824 0

<i>Item.</i>	<i>Number.</i>	<i>Height of lowest above surface of rail.</i>
		<i>Feet. In.</i>
Overhead highway crossings—		
Bridges -----	1	25 0
Total -----	1	25 0

Gauge of track—Four feet eight and one half inches; thirty-one and forty-six hundredths miles.

OATH.

STATE OF OREGON,

County of Coos. } ss.

We, the undersigned, T. R. Sheridan, president, and J. B. Hassett, secretary, of the Coos Bay, Roseburg and Eastern Railroad and Navigation Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

T. R. SHERIDAN,
President.
J. B. HASSETT,
Treasurer.

Subscribed and sworn to before me this third day of December, 1896, by T. R. Sheridan.

J. S. FITZHUGH,
Notary Public in and for the State of Oregon.

Subscribed and sworn to before me this thirtieth day of November, 1896, by J. B. Hassett.

HENRY SENGSTACKEN,
Notary Public in and for the State of Oregon.

ANNUAL REPORT

OF THE

SUMPTER VALLEY RAILWAY COMPANY.

For the year ending June 30, 1896.

HISTORY.

1. Name of common carrier making this report: Sumpter Valley Railway Company.
2. Date of organization: August 15, 1890.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Oregon.

ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>
David Eccles.....	Ogden, Utah.
C. W. Nibley.....	Baker City, Oregon.
James Sharp.....	Salt Lake City, Utah.
William Eccles.....	Viento, Oregon.
F. M. Shurtliff.....	Baker City, Oregon.

Total number of stockholders at date of last election: Twenty-seven (27).
 Date of last meeting of stockholders for election of directors: January 13, 1896.
 Postoffice address of general office: Baker City, Oregon.
 Postoffice address of operating office: Baker City, Oregon.
 Name and address of officer to whom correspondence regarding this report should be addressed: Joseph Barton, assistant superintendent, Baker City, Oregon.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	David Eccles.....	Baker City, Oregon.
President.....	David Eccles.....	Baker City, Oregon.
Vice-president.....	Charles W. Nibley.....	Baker City, Oregon.
Secretary.....	Joseph A. West.....	Baker City, Oregon.
Attorney, or general counsel.....	Johns and Smith.....	Baker City, Oregon.
Auditor.....	Thomas D. Dee.....	Baker City, Oregon.
General manager.....	David Eccles.....	Baker City, Oregon.
Chief engineer.....	Joseph Barton.....	Baker City, Oregon.
General superintendent.....	F. M. Shurtliff.....	Baker City, Oregon.
Assistant general superintendent.....	Joseph Barton.....	Baker City, Oregon.
General freight agent.....	Joseph Barton.....	Baker City, Oregon.
General passenger agent.....	Joseph Barton.....	Baker City, Oregon.

PROPERTY OPERATED.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles of line for each road named.</i>
	<i>From —</i>	<i>To —</i>	
Sumpter Valley Railway Company.....	Baker City.....	McEwen.....	25
Spurs.....			4
Total.....			29

CAPITAL STOCK.

<i>Description.</i>	<i>Number of shares authorized.</i>	<i>Par value of shares.</i>	<i>Total par value authorized.</i>	<i>Total amount is- sued and outstanding.</i>
Capital stock —				
Common.....	2,500	\$ 100 00	\$ 250,000 00	\$ 150,000 00
Total.....	2,500	\$ 100 00	\$ 250,000 00	\$ 150,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of Authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
First mortgage gold bonds	March 31, 1891	Years 20	\$ 150,000 00	\$ 150,000 00	\$ 150,000 00

FUNDED DEBT — CONCLUDED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Cash realized on amount issued.	Rate.	Interest.	
			When payable.	Amount accrued during year.
First mortgage bonds	\$ 150,000 00	6%	Jan. and July	\$ 9,000 00

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$ 150,000 00	\$ 150,000 00	\$ 9,000 00	\$ 9,000 00
Miscellaneous obligations.....		37,291 50		
Total.....	\$ 150,000 00	\$ 187,291 50	\$ 9,000 00	\$ 9,000 00

CURRENT LIABILITIES.

Current liabilities accrued to and including June 30, 1894.	Amount.
Miscellaneous.....	\$ 37,291 50

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Amount per mile of line.	
		Miles.	Amount.
Capital stock.....	\$ 150,000 00	25	\$ 6,000 00
Bonds.....	150,000 00	25	6,000 00
Current liabilities.....	37,291 50		
Totals.....	\$ 337,291 50		

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1895.	Total cost to June 30, 1896.
Construction—		
Rails and fixtures.....	\$ 60,485 67	\$ 60,485 67
Road built by contract.....	226,500 00	226,500 00
Total construction.....	\$ 286,985 67	\$ 286,985 67
Equipment—		
Locomotives.....	\$ 12,000 00	\$ 12,000 00
Passenger cars.....	2,500 00	2,500 00
Baggage, express, and postal cars.....	1,600 00	1,600 00
Freight cars.....	6,700 00	6,700 00
Other cars of all classes.....	250 00	250 00
Total equipment.....	\$ 23,050 00	\$ 23,050 00
Total cost, construction, equipment, etc.....	\$ 310,035 67	\$ 310,035 67

INCOME ACCOUNT.

	Amount.	Amount.
Gross earnings from operation	\$ 40,993 49	\$
Less operating expenses	81,104 35	.....
Income from operation	\$ 9,889 14	.....
Total income		\$ 9,889 14
Deductions from income —		
Interest on funded debt accrued	\$ 9,000 00	\$
Taxes	673 35	.....
Total deductions from income	\$	9,673 35
Net income		\$ 215 19

EARNINGS FROM OPERATION.

Item.	Total receipts.	Actual earnings.
Passenger —		
Passenger revenue	\$ 7,447 10	.....
Total passenger revenue	\$	\$ 7,447 10
Mail, express, and telephone		1,779 09
Total passenger earnings		\$ 9,226 19
Freight —		
Freight revenue	\$ 30,523 36	.....
Total freight earnings		\$ 30,523 36
Other earnings from operation —		
Other sources		\$ 1,243 94
Total other earnings		\$ 1,243 94
Total gross earnings from operation		\$ 40,993 49

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway	
Renewals of rails	
Renewals of ties	
Repairs of bridges and culverts	
Repairs of fences, road crossings, signs, and cattle-guards	
Repairs of buildings	
Repairs of docks and wharves	
Repairs of telegraph	
Other expenses	
Total	\$ 16,835 82
Maintenance of equipment—	
Repairs and renewals of locomotives	
Repairs and renewals of passenger cars	
Repairs and renewals of freight cars	
Repairs and renewals of ferryboats, tugs, floats, and barges	
Shop machinery, tools, etc.	
Other expenses	
Total	\$ 2,896 74
General expenses—	
Stationery and printing (general offices)	\$ 1,295 20
Other general expenses	256 02
Total	\$ 1,551 22
Recapitulation of expenses—	
Maintenance of way and structures	\$ 16,835 82
Maintenance of equipment	2,896 74
Conducting transportation	9,820 57
General expenses	1,551 22
Grand total	\$ 31,104 35

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.		June 30, 1896.	
Item.	Total.	Item.	Total.
		Assets—	
		Cost of road	\$ 286,985 67
		Cost of equipment	23,050 00
		Profit and loss	215 79
		Grand total	\$ 310,251 46
		Liabilities—	
1,500 shares	\$ 150,000 00	Capital stock	1,500 shares \$ 150,000 00
150 bonds	150,000 00	Funded debt	150 bonds 150,000 00
	37,291 50	Current liabilities	37,291 50
	\$ 237,291 50	Grand total	\$ 337,291 50

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Revenue and rates.
Passenger traffic—	
Total passenger revenue.....	\$ 7,447 10
Total passenger earnings.....	9,226 19
Passenger earnings per mile of road.....	369 0476
Freight traffic—	
Total freight revenue.....	\$ 30,523 36
Total freight earnings.....	30,523 36
Freight earnings per mile of road.....	1,220 9844
Passenger and freight—	
Passenger and freight revenue.....	\$ 37,970 46
Passenger and freight revenue per mile of road.....	1,518 8184
Passenger and freight earnings.....	39,749 55
Passenger and freight earnings per mile of road.....	1,589 9820
Gross earnings from operation.....	40,993 49
Gross earnings from operation per mile of road.....	1,639 7396
Operating expenses.....	31,104 35
Operating expenses per mile of road.....	1,244 1740
Income from operation.....	40,993 49
Income from operation per mile of road.....	1,639 7396

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.
Locomotives—owned and leased—	
Passenger.....	4
Freight.....	
Switching.....	
Total locomotives in service.....	4
Cars—owned and leased—	
In passenger service—	
First class cars.....	1
Combination cars.....	1
Total.....	2
In freight service—	
Box cars.....	10
Flat cars.....	52
Total.....	62
In company's service—	
Caboose cars.....	1
Total cars in service.....	65
Total cars owned.....	65

OATH.

STATE OF OREGON, }
County of Baker. } ss.

We, the undersigned, David Eccles, president, and Joseph Barton, assistant superintendent, of the Sumpter Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

DAVID ECCLES, President
JOSEPH BARTON,
Assistant Superintendent.

Subscribed and sworn to before me this fifth day of December, 1896.

JAMES T. SMURTHWAITE,
Notary Public.

SUMMARY OF REPORTS.

Table showing gross passenger earnings for the years 1891 to 1896, inclusive, of the principal roads in the state of Oregon.

Name of road.	Passenger.					
	1891.	1892.	1893.	1894.	1895.	1896.
Oregon and California Railroad (Southern Pacific Company, lessee)	\$1,260,910	\$1,231,043	\$1,019,338	\$ 811,273	\$ 638,446	\$ 660,972
Oregon Railroad and Navigation Company	938,679	4,087,260	885,682	447,971	387,981	503,459
Northern Pacific	259,132	204,909	165,890	103,584	79,775	72,949
Washington and Columbia River Railway	5,118	6,032	3,127	3,686	2,725	2,843
Oregon Central and Eastern Railroad (formerly Oregon Pacific)	27,776	44,619	39,866	33,116	*9,038	26,778
Totals	\$2,491,615	\$2,573,863	\$2,065,923	\$1,399,580	\$1,127,965	\$ 1,266,501

SUMMARY OF REPORTS—CONCLUDED.

Table showing gross freight earnings for the years 1891 to 1896, inclusive, of the principal roads in the state of Oregon.

Name of road.	Freight.					
	1891.	1892.	1893.	1894.	1895.	1896.
Oregon and California Railroad (Southern Pacific Company, lessee)	\$ 935,016	\$1,000,782	\$ 983,120	\$ 672,848	\$ 727,708	\$ 716,416
Oregon Railroad and Navigation Company	3,090,764	2,257,080	2,024,046	1,375,270	2,229,080	1,962,240
Northern Pacific	199,502	164,842	136,528	88,797	78,740	94,865
Washington and Columbia River Railway	48,725	46,847	34,655	39,684	57,148	42,363
Oregon Central and Eastern Railroad (formerly Oregon Pacific)	41,841	72,720	64,361	43,747	*22,516	51,836
Totals	\$4,335,848	\$3,542,271	\$3,192,710	\$2,220,296	\$3,115,191	\$ 2,857,780

* The report of this company for 1895 embraces only the business of the six months ending June 30, 1895. Present owners purchased the road in December, 1894.

OFFICIAL INSPECTION OF LINES.

The commission, as the law contemplates, has exercised a watchful care over the bridges and trestles of the different railroads, making semiannual inspections thereof, and the recommendations of the board for renewals and repairs have been complied with, affording greater security to the traveling public. The roads of the state are now in better physical condition than they have been for years. Following are the reports in detail:—

SPRING OF 1895.

SOUTHERN PACIFIC RAILROAD.

Beginning May 8th the board made its semiannual spring inspection of the Southern Pacific lines in Oregon, and the following is its report to R. Koehler, manager of said lines in Oregon north of Ashland:—

MAIN LINE.

The board found the main line from Portland to Ashland on the whole in good shape. The structures, with few exceptions, have been practically rebuilt within four years, tunnel No. 9 retimbered within the year, and tunnel No. 8 is being retimbered. The tunnels in Cow-creek canyon have recently been put in good order. The truss in the east approach to the bridge at Winchester, which the board recommended to be rebuilt, has been done, and also the approaches to the truss bridges across the coast fork of the Willamette above and below Lemati. There are a few small trestles between Eugene and Latham that will need rebuilding before long.

The Woodburn-Springfield branch showed a marked improvement in the new bridges across the north and south fork of the Santiam.

WEST SIDE.

A few minor repairs are required in bridges 1-A, 2-A, 3-A, 8-B, and 23-s. No. 13-B will soon require renewal, and 5-C should be filled. The board thinks it would add to the safety of the traffic if an inner guard rail was placed on all trestles of considerable length, especially when on curves.

YAMHILL DIVISION.

On the Yamhill division the board found the old narrow gauge iron still in use from Sheridan Junction to Arlie. This should be replaced with heavier rail. Many new trestles were also observed, and a force of men at work. The older trestles, those built in 1886, for instance, should be worked out without delay, and the work in progress on the Jones trestle pushed to speedy completion.

SHASTA DIVISION.

The report on that portion of the Shasta division between Ashland and the California state line was forwarded to A. N. Towne, general manager of the Southern Pacific Company, at San Francisco, California, and was as follows: "On Tuesday, April 7, 1895, the board made its spring inspection of that portion of the Shasta division within the state of Oregon. It was found to be in very fair condition. The board would recommend, *first*, that in all span bridges in the mountains, as they are replaced, steel should be substituted for wood; *second*, that owing to its position and the condition of the ground upon which it stands, the Dollarhide trestle should be very carefully watched."

NORTHERN PACIFIC RAILROAD.

The inspection of this road was made on May 27th, and the report was forwarded to C. H. Prescott, receiver's agent, Portland, Oregon, it being as follows: "On the 27th ultimo the board of railroad commissioners made an official inspection of that part of your company's lines in the state of Oregon. The roadbed and structures were found to be in excellent shape, with the exception of trestles Nos. 170, 171, and 174, which show signs of age. The two former, the board was informed, are to be filled in in July, and the latter is to be redriven this season. When these improvements are carried out, the road will be in first-class shape from Portland to Goble."

ROGUE RIVER VALLEY RAILROAD.

The report on this railroad, forwarded to W. A. Buchanan, secretary of said company, Portland, Oregon, was as follows: "On the 8th ultimo (May), the board of railroad commissioners investigated and inspected the Rogue River Valley Railroad. I am directed to say that the board considers the same in fair condition, and safe for the traffic to which it is subjected."

OREGON CENTRAL AND EASTERN RAILROAD.

The exact condition of this road in the spring and summer of 1895, and the board's action thereon will be mentioned in another portion of this volume under the head of "Correspondence," with the title "Concerning the Confirmation of the Oregon Pacific Sale." It suffices here to say that the board made two inspections, one on the tenth and eleventh of April and one on June 20th and 21st. The two reports made to Edwin Stone, manager of the said company, Corvallis, Oregon, were as follows: "The board made an official inspection of your road on the 10th and 11th ultimo. It took official knowledge of the fact that the matter of your title to the road had been appealed to the supreme court, and in order, if possible, to advance the matter there a letter was addressed to the court by the board, a copy of which was furnished you, showing the necessity of much improvement. But, pending the determination of the case, temporary provision should be made for strengthening the wooden structures, especially the truss bridges, until such time as they can be rebuilt, and until such temporary improvements are made the speed of trains in passing over should be reduced to four miles an hour. Exercise great care in the operation of trains until the road is in safe condition for faster running." The second report stated that "the board found that since the last inspection, made April 10th and 11th, a large number of new ties had been put into the road, and many more were distributed along the road and were being put in. Quite a large force of men have been and are engaged in repairing and strengthening the trestles and bridges. A great deal of work has already been done that was recommended, and when the work already in hand shall have been completed, the road will be in fair condition for the summer travel. Care should be exercised in the passage of trains over bridges and trestles until all have been overhauled and strengthened. We note with pleasure the activity and interest displayed by the present management in putting the road into good order. We would recommend that rail braces be put on all curves to insure safety."

OREGON RAILWAY AND NAVIGATION COMPANY.

The report on this company's lines was forwarded to E. McNeill, receiver, June 24th, and was as follows: "Beginning on June 10th the board of railroad commissioners made an official inspection of the road in your charge, and its equipment, together with its facilities for the transaction of business and the

comfort and convenience of the traveling public. The board observed that since its last inspection much work has been done on bridges and trestles over the entire line within this state, and many ties renewed. Bridge No. 13, west of Nolin, needs some overhauling, and the placing of quarter bents under the truss bridge at Nolin would add materially to its strength. No. 87, a small trestle east of Gibbon, should be filled. The old decks and approaches on the truss bridges on Meacham creek should be renewed. The Heppner branch was found in fair condition. On the Elgin branch a truss bridge of one hundred and eight feet span has been built as recommended across the Grand Ronde at Island City, which is a good improvement. The policy of replacing trestles with fills is a good one, and should be continued whenever practicable."

UNION PACIFIC (SHORT LINE).

The report on this line was forwarded to W. H. Bancroft, general superintendent of the Oregon Short Line, Ogden, Utah, on June 19th, and was as follows: "On the 12th instant the board of railroad commissioners for the state of Oregon made an official inspection, as by law required, of those portions of the road of your company within this state. The roadbed was found in good shape, and the board was pleased to find the wooden bridges across the Snake river, which for some time had been considered light and insufficient, replaced with substantial steel structures on piers of masonry. Complaint had been made to the board that an embankment in Burnt-river canyon suffered from high water, rendering the road unsafe. Here workmen were found making the necessary repairs."

WASHINGTON AND COLUMBIA RIVER.

The report on this road, made June 25th, was forwarded to W. D. Tyler, manager of said company, Walla Walla, Washington, and was as follows: "On June 13th the board of railroad commissioners made an official inspection of the Washington and Columbia River Railroad. It was noticed that the bridges and trestles on said road had been overhauled since last inspection, and that a large number of new ties had taken the place of old ones. The road was found to be in fair condition."

SUMPTER VALLEY.

The report on this road was forwarded to Joseph A. West, superintendent of said company, Baker City, Oregon, and was as

follows: "On Thursday, June 13th, the board made its spring inspection of the Sumpter Valley line. The board noted with satisfaction the filling of the long trestle, and considers this a betterment very much needed. The log bridge, first south of the Howe truss, should have the distances between the ties shorter and more equalized; and also, the short ties on all bridges should be replaced by others of standard length. Considered with reference to former inspections the board noted a marked improvement in the condition of the track, but still much more ballasting and surfacing is needed."

SEASHORE RAILROAD (FORMERLY ASTORIA AND SOUTH COAST).

The report on this road was forwarded to D. K. Warren, Warrenton, Oregon, and was as follows: "The board of railroad commissioners has just made an inspection of the Seashore Railroad from Youngs bay to Seaside. The trestles were found to be in good shape, the timbers being comparatively sound. Considerable work should be done on the roadbed without delay, especially in the matter of tie renewals. The small rails (iron), near Gearhart station, should be taken up and replaced with steel, at least as heavy as that on the principal portion of the road. If it is intended to operate the engine backwards on the return trips, the rear of the tender should be supplied with a pilot, as the road is open and danger from stock is always present."

FALL INSPECTIONS OF 1895.

SOUTHERN PACIFIC.

The report, made September 16th, to R. Koehler, manager of said company's lines in Oregon, was as follows: "Beginning on the 6th instant, the board of railroad commissioners of the state of Oregon made its fall inspection for 1895 of the lines of the Southern Pacific Company in this state. The main line from Portland to Ashland was found in good condition, and when the improvements now in progress are completed, the road will be in excellent shape for the winter. Much work has been done on the Woodburn-Springfield branch. All the old structures have disappeared and new ones have taken their places, so that this branch will compare favorably with any road in the state. The west side division, from Portland to Corvallis, had not been neglected, and showed marked improvement. Still the surface conditions may be further improved, especially between Portland and Gaston, in that rock or gravel ballast should be substituted

for the dirt now used. Iron rails have given place to steel for many miles, and new bridges have taken the places of old ones. On the Yamhill division the board noted that the old bridges and the narrow gauge decks were being taken out and structures on the modern plan put in. Heavy steel rails are now laid as far south as Dallas, leaving but a few miles of light rail. The policy of the company in making fills in place of bridges, wherever practicable, is commended. A large force of men and a steam shovel were engaged in this part of the work at the time of the inspection, handling in the neighborhood of one hundred cars of dirt per day."

NORTHERN PACIFIC.

The report, made October 3d, was forwarded to Joseph McCabe, superintendent of the Cascade division of said company, Tacoma, Washington, and was as follows: "The board of railroad commissioners of the state of Oregon has just made its last semiannual inspection, as by law required, for the year 1895, of that portion of your road within the state of Oregon. At the previous inspection the road was found in very good shape, with the exception of the trestles Nos. 170 and 171. These are now being filled, and the work is almost completed, a style of improvement the board cordially commends."

INDEPENDENCE AND MONMOUTH.

The report, made September 16th, was forwarded to A. Nelson, president of said company, Independence, Oregon, and was as follows: "As required by law the board of railroad commissioners made an official inspection of the Independence and Monmouth Railroad on the 6th instant, and found the same to be in fair condition."

ROGUE RIVER VALLEY.

The report was forwarded to W. A. Buchanan, secretary of said company, Portland, Oregon, and was as follows: "Pursuant to the requirement of law, the board of railroad commissioners made an official inspection of the Rogue River Valley Railroad on the 11th instant, and are pleased to note some improvement since last inspection in the way of surfacing and filling. The road is in fair condition."

OREGON RAILWAY AND NAVIGATION COMPANY.

The report, made to E. McNeill, receiver of said company, on September 28th, was as follows: "The board of railroad commis-

sioners has just made its last inspection, as by law required, of the lines of your company in this state for the year 1885. A vast improvement in the physical condition of the line throughout its entire length was observed. Fills have been substituted for trestles, and new bridges for old. Gravel ballast for many miles has taken the place of dirt; and iron rails, between Adams and the state line, about which the board complained on a former inspection, have been almost entirely replaced with steel. The board congratulates the management on the improvements made on the main lines, and cordially indorses the policy of substituting fills for trestles whenever practicable. The Heppner branch has received little attention since it was built, and the piling in the trestles is showing age. By another year this branch will need a thorough overhauling."

OREGON SHORT LINE.

The report, made October 3d, was forwarded to C. A. Boice, superintendent, Pocatello, Idaho, and was as follows: "On the 25th ultimo the board of railroad commissioners made its semi-annual inspection of your lines in Oregon, as by law required, and have to report that the road was found to be in very fair condition. The new bridges of stone and iron are such great improvements, and so greatly conduce to the safety of traffic that we cannot but express our great appreciation of the same. They add much to the efficiency of your road in that respect."

OREGON CENTRAL AND EASTERN.

The report was forwarded to Edwin Stone, manager of said company, Corvallis, Oregon, and was as follows: "On the 3d and 4th instant the board of railroad commissioners made its fall inspection of the road of your company and found that the work recommended to be done at the time of the last inspection had been undertaken and was rapidly being pushed. The bridges over the mountain, between Chitwood and Corvallis, have been generally overhauled or rebuilt, and attention should now be given the long trestles on the tide flats. The east and west spans of the bridge across the Willamette at Albany should be rebuilt before high water the coming winter. East of Albany the bridges are in good shape, the chief need of this portion of the road being new ties. Many have been put in, and many more should be."

SUMPTER VALLEY.

The report, made September 28th, was forwarded to Joseph A. West, superintendent, Baker City, Oregon, and was as follows:

"On the 28th instant the board of railroad commissioners made its second semiannual inspection of the Sumpter Valley Railroad from Baker City to McEwenville. Considerable work has been done since last inspection of the roadbed. New ties have in many places taken the places of old ones, and many more are needed. The bridges have had slight repairs, and some new timber put in several. The approaches to the bridges should have attention where the banks are receding, and several bulkheads should be renewed with heavy planks. During the winter, when the road is wet and spongy, the speed of trains should be carefully guarded."

WASHINGTON AND COLUMBIA RIVER.

The report was forwarded to W. D. Tyler, manager of said company, Walla Walla, Washington, and was as follows: "On the 26th instant the board of railroad commissioners made its fall inspection for 1895 of that part of the lines of your company in this state. The bridges were found in very good condition, and much improvement has been made to the road in the way of tie renewals since last inspection. The road as a whole, from Pendleton to the state line, including the Athena branch, was found in good shape."

SPRING INSPECTIONS OF 1896.

SOUTHERN PACIFIC.

The report for the lines north of Ashland, made April 21st, was forwarded to R. Koehler, manager of lines in Oregon, Portland, Oregon, and was as follows: "On the 15th instant the board of railroad commissioners began its first semiannual inspection of the lines of the Southern Pacific Company in Oregon for 1896. The board found the lines on the east side, including the Woodburn-Natron branch, in good condition, or that they will be as soon as the improvement in progress on Pass creek and the renewal of a trestle on Rice hill are completed. We find that much work has been done and the physical condition of the road materially improved since last inspection. The same may be said of the west side line from Portland to Corvallis. The Yamhill division is not so good. Several of the older trestles should be renewed, filled, or repaired, and this is especially true of the first trestle south of the Jefferson-street depot." The report for the line of the Southern Pacific, from Ashland to the state line, made April 24th, was forwarded to J. Kruttschmitt, general manager of said company, San Francisco, California, and

was as follows: "On the 14th instant the board of railroad commissioners of the state of Oregon, as by law required, made its first annual inspection for the year 1896 of the part of your company's road between Ashland and the state line, and found the roadbed and structures in good condition and apparently carefully looked after."

WASHINGTON AND COLUMBIA RIVER.

The report was made to W. D. Tyler, president and general manager of said company, Walla Walla, Washington, and was as follows: "On May 15, 1896, the Oregon Railroad Commissioners made its spring inspection of the lines of your company in Oregon. The road was found to be in fair condition. The bridges had been overhauled and many of them repaired since our last inspection. Quite a number of new ties had been put in, but more are needed."

OREGON RAILWAY AND NAVIGATION COMPANY.

The report, made May 28th, was forwarded to E. McNeill, receiver and manager of said company, Portland, Oregon, and was as follows: "Beginning on the 13th instant the board of railroad commissioners of the state of Oregon, as by law required, made its first semiannual inspection for 1896 of the roadbed, trestles, bridges, depots, etc., of your company within this state. It was observed that much work had been done since the fall inspection, and the physical condition of the road much improved. Especially noticeable were the many fills along the Umatilla river, the improvement of the roadbed by a good gravel ballast in the Grand Ronde and Powder-river valleys, and a new bridge and improvement of the line at Hood River. Some iron rail was observed between Pendleton and the state line, near Walla Walla. Now that the overland trains follow this route, it is recommended that the iron be replaced with steel. "The trestles of the Heppner branch will soon need an overhauling, and many ties renewed."

COOS BAY, ROSEBURG AND EASTERN.

The report, made July 23d, was forwarded to R. A. Graham, superintendent, Marshfield, Oregon, and was as follows: "On June 23d the railroad commission made an official inspection of the Coos Bay, Roseburg and Eastern Railroad, running from Marshfield to Myrtle Point and Beaver Hill. The road was found to be in very fair condition. The track is, for the greater

part, laid with 56-pound steel; the bridges are standard, well built, and in good condition. The ties are not old enough to show much deterioration. The equipment of the road is substantial, and kept in good repair. It would be of great advantage to the Coos bay country to have the road extended from Myrtle Point to Roseburg, and we hope it may be at no distant day."

OREGON CENTRAL AND EASTERN.

The report, forwarded to Edwin Stone, manager of said company, Corvallis, Oregon, was as follows: "The state railroad commission made its regular semiannual inspection of the Oregon and Eastern Railroad. The commissioners found that a great deal of work had been done since last inspection. The bridges and trestles east of Albany are in fair condition, and new ties are being put in rapidly. The bridges from Albany to Yaquina have been overhauled and strengthened, and quite a number made entirely new. New ties have taken the place of old ones, and many more are distributed along the line of the road ready to be put in. Quite a force of bridge and trackmen were found at work. The road is now in very fair condition for summer travel."

FALL INSPECTIONS OF 1896.

SOUTHERN PACIFIC.

This report was forwarded to R. Kohler, manager of lines in Oregon, Portland, and was as follows: "On the eighteenth instant the board of railroad commissioners of this state began its fall inspection, as by law required, of the lines of the Southern Pacific Company in Oregon under your supervision. The board's first attention was given to the main line on the east side and the Woodburn-Natron branch, including the Lebanon branch. This part of the system was found in good state of repair, the bridges and trestles being apparently well looked after. The covering of the overhead trusses on the Leland hill is commended, as it will add to the life of the structures, and insure greater safety. The Lebanon branch is laid with iron rail, which is perhaps sufficient for the traffic. This, however, ought to be relaid with steel, and until this is done the speed of trains should not exceed twenty miles an hour.

"On the west side, from Portland to Corvallis, the road for the most part was found in very good condition, but between Portland and Forest Grove the ballast is mostly clay. This in the winter season becomes soft and mushy, especially is this true of

that portion between Beaverton and Hillsboro. This should be gravel ballasted, and the iron replaced by steel.

"On the Yamhill division, formerly the narrow gauge, Portland (Jefferson street) to Arlie, much work had been done since last inspection, especially in filling, several long trestles having been filled, and a large force of men was at work still filling trestles and renewing others. There are a few of the old narrow gauge trestles remaining on this division that should be worked out as speedily as possible. With these improvements the physical condition of the road will be better than for some years past."

The report for the Southern Pacific line between Ashland and the state line, made September 29th, was forwarded to J. Kruttschmitt, manager of said company, San Francisco, and was as follows: "On the 15th instant, as by law required, the board of railroad commissioners of this state inspected the roadbed and bridges of your company between Ashland and the California state line. A force of carpenters were found at work on the trestles on the north side of the Siskiyou. When the improvements in progress are completed the road will be in good shape for the winter."

WASHINGTON AND COLUMBIA RIVER.

The report, made September 28th, was forwarded to W. D. Tyler, president and manager of said company, Walla Walla, Washington, and was as follows: On the 10th instant the board of railroad commissioners made its fall inspection of that portion of the lines of your road within this state, and found the same in very fair condition. Many tie renewals were observed, but more are needed, especially on the Athena branch. The bridge across the Umatilla at Pendleton and the trestles in the Vansycle canyon were found in a good state of repair. A little better accommodations should be provided for the patrons of the road at Helix."

OREGON RAILROAD AND NAVIGATION COMPANY.

The report, made to E. McNeill, president and manager of said road, Portland, Oregon, was as follows: "Beginning on the 9th instant the board of railroad commissioners of the state of Oregon made its fall inspection, as by law required, of the roadbed, bridges, trestles, stations, equipment, etc., of your company within this state. Much to commend was found in the way of improvement since last inspection. The ballasting with gravel of the roadbed in the Grand Ronde and Powder-river valleys is a good but needed improvement. The bridges were found in a

good state of repair, but the older trestles, especially on the Blue mountains, or third division, will need renewal before long, and the trestles west of Nolin should not be overlooked. It was observed that there was less iron rail on the main line than before, but a few miles between Pendleton and Walla Walla still remain. This should be taken up and steel substituted without delay. The accommodations for travelers and shippers in the way of depots and sidetracks appear sufficient. The policy of replacing trestles with fills, a good deal of which has been done, is commended, as is also that of avoiding big trestles by going around them, as in the case west of The Dalles and of the two trestles on Alder creek on the fourth division. On the whole, the physical condition of the road was found in very good shape."

OREGON SHORT LINE.

The report, made September 28th, was forwarded to W. H. Bancroft, manager of the Oregon Short Line and Utah Northern, Ogden, Utah, and was as follows: "On the 9th instant the board of railroad commissioners for the state of Oregon made its semi-annual inspection of the lines of your company within the state of Oregon. The board is pleased to note the greatly improved condition of the road during the last two years. The trestles in the Burnt-river canyon need some attention before winter, and in places the ties are old and should be replaced by new ones. When this is done the road will be in good condition to enter the winter."

OREGON CENTRAL AND EASTERN.

The report, made September 28th, was forwarded to Edwin Stone, manager, Corvallis, Oregon, and was as follows: "On the 23d and 24th instant, as by law required, the board of railroad commissioners made its semiannual inspection of the lines of your road from Detroit to Yaquina. The board found that considerable work had been done since its last inspection in the spring. New ties in great numbers had taken the place of those that should have been replaced long ago. Many more are distributed along portions of the road, and still more are yet required. In fact, all the old ties should be replaced by new ones. Much has been done in the repairing of bridges and renewals also. More is yet needed. The old truss bridges, west of Corvallis, should be worked out as speedily as possible, and new ones put in. This work should be pushed by additional force before the winter sets in. The construction of a new draw in the bridge over the Willamette river at Albany was found progressing well, and when that is completed the bridge will be in better condition

than ever before. The board is earnest in commending the amount of work done under the present management, and urgently recommends continuance until the road is put in first-class condition."

ROGUE RIVER VALLEY.

The report, made September 28th, was forwarded to E. J. De-Hare, general manager, Portland, Oregon, and was as follows: "On the 16th instant the board of railroad commissioners for the state of Oregon made its semiannual inspection, as required by law, of the line of your road from Medford to Jacksonville. The board found that some good work had been done on the roadbed; that some bridges and culverts had been filled, and others repaired; also, that the motive power had been supplemented by a better engine. The road is in fair condition for the present traffic."

INDEPENDENCE AND MONMOUTH.

The report, made September 28th, was forwarded to A. Nelson, president of said company, Independence, Oregon, and was as follows: "On the 21st instant the board of railroad commissioners made its semiannual inspection of your road between Independence and Monmouth, as by law required. The board found the roadbed in fair condition. A few new ties should take the places of those showing age, and in places the ties should be straightened in the track. The bridge is commencing to show signs of age, and will need a thorough overhauling not later than spring. Several new piles will be needed, and the entire bridge should be overhauled and improved. Otherwise, the road is in good condition for the service required."

SUMPTER VALLEY.

The report was forwarded to D. Eccles, president of said company, Baker City, Oregon, and was as follows: "The railroad commission made its fall inspection of the above line on September 9, 1896, and found many improvements made since last inspection. It would call your attention to the following work that should be done: The alignment of the track over the Lockhart bridge at its west end approach should be put in order; the Stoddard bridge should be rebuilt, and the approaches to bridge No. 6 should be filled; bulkheads should be put in at all bridges where they do not now exist, and worn rails should be replaced with new ones."

NORTHERN PACIFIC.

An inspection of this road was made on October 8, 1896. It was found in very fair condition. The bridges, Nos. 170 and 171, to which attention had heretofore been called, were filled. The large trestle near Goble will soon need attention.

SEASHORE ROAD.

This road was completed to Astoria on August 23, 1896. The former terminals were Seaside and Youngs bay. An inspection was made at that time, and the bridges found to be in good condition, many new ties in the track, and the iron rails taken up and steel laid in its place. This road is now owned by the parties building the Astoria and Columbia River Railroad, and will be made a part thereof.

INVESTIGATION OF ACCIDENTS.

Lester True, killed on June 3, 1896, at Cornelius station, by a moving flat car of the Southern Pacific.

The board found: "That about noon of June 3, 1896, a flat car, with about one thousand feet of timber on it, was on the siding at Cornelius station; that about that time Mrs. True, a teacher, came from school with her little son, Lester, aged about six years; that she was talking with some one near the scene of the accident and Lester went over to the car, which stood on a slight grade, and in some way the car was started, perhaps by the boy, as no one else seemed to be present; that the boy was caught by the wheel and run over; that he was so injured that he died in a few minutes; that no blame seems to attach to any one for the accident."

L. Russell, killed by the Oregon Railway and Navigation Company's passenger train No. 2, about seven miles west of The Dalles, on May 14, 1896.

The board found: "That the body of said deceased was found by one of the trackwalkers on the morning of May 15, 1896, at a point about seven miles west of The Dalles; that the indications were that he fell from the trucks of passenger train No. 2, which passed that point between eleven and twelve o'clock on the preceding night; from the best information obtainable no blame attaches to the Oregon Railway and Navigation Company on account of the accident."

Mary Louise Unrath, killed in Portland by Southern Pacific passenger train No. 2, on January 10, 1896.

The board found: "On Friday evening, January 10, 1896, the body of a young woman was found on a trestle of the Southern Pacific Company, in South Portland, at the intersection of Second and Gibbs streets, immediately after mail train No. 2 had passed down. Investigation revealed the fact that the body was that of Mary Louise Unrath, who was on her way home and had taken the railroad track, it being a shorter cut. The commissioners visited the scene of the accident and examined the engine that pulled the train; the trestle is on a tangent, and there was

opportunity to observe the approach of a train in time to get away; on the pilot of the engine no evidence of an accident could be found; the commissioners also attended the inquiry before the coroner and suggested questions to the witnesses who found the body and the physicians who made the examination. The board being fully advised concerning all the facts and circumstances obtainable is of the opinion that the deceased was on said trestle on her way home, and, observing the approaching train, undertook to retrace her steps and fell, accounting for the engineer failing to see her, the train passing over her and causing her death. It is one of the unfortunate accidents for which no one can be blamed."

R. W. Moore, killed by falling from a Southern Pacific freight train at New Era station, October 15, 1895.

The board found: "From the evidence collected by the commission in the above case it was found that on the night of October 15, 1895, the deceased was stealing a ride on the freight train going south, and when at New Era station he was ordered off by a brakeman, and while getting off the train he fell from the train or bridge on which the car was at the time, and received injuries from which he died the following day. The commission does not find that the company or any of its employés were responsible for his death."

Patrick Burns, killed just east of Arlington by Oregon Railway and Navigation Company's passenger train, March 18, 1896.

The board found: "That on the morning of the 18th instant the body of a man was found on the track of the Oregon Railway and Navigation Company, just east of Arlington station. Investigation revealed the fact that the remains were those of Patrick Burns, about twenty-six years of age, home or destination unknown; that in endeavoring to swing from the truss-rods to the brakebeam he missed his hold, and falling, was crushed to death. The board finds that no blame attaches to the company or any of its employés for the accident."

Ah Chung, killed by passenger train at Huntington, March 10, 1896.

The board found: "On the 10th instant a Chinaman was run over and killed by the east-bound passenger train near the western limits of the yard at Huntington. It appears, from the testimony, that while the train was entering the yard at Huntington, two Chinamen were observed walking on the track by the engineer, who sounded the alarm. One of the men stepped off, but the other remaining, was struck by the engine and killed.

The board finds that the company or its employés were not to blame for the accident."

Joseph Foster, killed between Grants Pass and Woodville, on December 21, 1895.

The board found: "On the morning of December 21, 1895, as the north-bound freight train was between Grants Pass and Woodville, on the line of the Southern Pacific Company in Josephine county, the engineer observed on the track the body of a man which proved to be that of Joseph Foster. Investigation brought out the following: Deceased had left the village of Woodville on the evening of December 20, 1895, going down the track in the direction of his home, and was seen walking the track some three or four miles from Woodville shortly before the north-bound passenger train was due, and from the appearance and manner of deceased he was supposed to be intoxicated. The finding of the body on the following morning frightfully mangled, was evidence of the fact that he had been run over and killed by the overland train, though the crew of said train knew nothing of the accident. The board finds that deceased, Joseph Foster, was on the track of the Southern Pacific Company in an intoxicated condition on the evening of December 20, 1895, and was run over and killed by the north-bound passenger train, and that because of no negligence on the part of the Southern Pacific Company or its employés."

George Rieger, killed at Townsend trestle, east of Woodburn, December 31, 1894.

The board found: "That at the time of said accident the deceased, George Rieger, was walking upon said Townsend trestle when the train approached at a speed of about twenty miles an hour; that the deceased attempted to get out of the way of the train first by attempting to run, when he fell, and then tried to crawl on to a beam extending from the side of the trestle; that while in such position he was struck by the pilot, knocked off the trestle and killed; that, while the deceased was guilty of gross negligence and carelessness in being upon said trestle when the train came along, there was not proper effort made by the engineer to save the life of said deceased."

Thomas J. Kearney, Jr., killed at Ashland, Oregon, November 13, 1895.

The board found: "It appears from a personal inspection of the premises by the board and of the car from which deceased fell, the taking of testimony and a review of the testimony taken before the coroner of Jackson county at the inquest, that de-

ceased was in the employ of the Southern Pacific Company as a brakeman, and at the time of his death was engaged in the discharge of his duties as such brakeman. It was intended to make a running switch of the said car, which is known as a combination car, having sliding doors in the ends; deceased was on the car for the purpose of pulling the coupling pin; the engineer cut off the steam to give the necessary slack; as the car did not run on, and no brakeman appearing the engine crew thought something was wrong. An investigation revealed Kearney under the pilot of the engine severely injured. He was taken out and died in a few moments, only remarking, 'The door did it.' The end door had fallen from the car, and it is evident that Kearney had taken hold of the bars of the door to hold himself while pulling the pin, instead of the ladder or grab irons provided for the purpose, and the door slipped from its place causing the accident. The car appeared to be in good order, and was so reported by the car repairer. It was well supplied with the safety appliances (ladders and grab irons). The board finds that the company or the fellow workmen of the deceased were not responsible for the accident."

Casualty at bridge No. 24, Oregon Central and Eastern, May 6, 1895, resulting in the killing of conductor John Campbell and brakeman Joel Wilcox.

The board found: "A freight train on the afternoon of May 6, 1895, was passing over bridge No. 24, when the bridge fell, precipitating into the river the entire train with the exception of the engine, caboose, and one freight car, and killing conductor John Campbell, and head brakeman Joel Wilcox. The engineer testified that they were going twelve miles an hour. Several theories have been advanced as to how the accident occurred. One, that the sudden setting of the brakes or reversal of the engine lever caused an unusual shock to the bridge. Another that an axle or brakebeam broke down, tore and ripped the bridge, and thus weakened it. This latter view is held by those who point to the fact that the engine went over in safety, but the cars, which were much lighter, went down. After investigation of the accident upon the spot, the board is of the opinion that neither one of these theories is necessary to account for the accident. The bridge was built in 1886, and has in nowise been renewed since that date. It was a Howe truss span one hundred feet in length. The fact that the engine passed over, but the cars went down, gives some color to the contention that it was something other than old age which caused the bridge to go down, but after a minute examination of the condition of the piles and stringers, the board thinks

it is entirely consistent with the facts to say that it fell because since its first construction its strength has never been renewed, that it is one of those structures whose decay has kept pace with the decline in the financial affairs of the road."

Mark B. Blackburn, killed at Oregon City, July 18, 1895.

The board found: "On the eighteenth of July, 1895, Mark B. Blackburn, who was a farmer in Clackamas county, with his son Elmer, was driving in a farm wagon on Tenth street in Oregon City, about eleven o'clock of said day, and was going towards the east; that the track of the Southern Pacific Railroad crosses said Tenth street just at the foot of the hill; that the team and wagon approached the railroad crossing in a trot; that the special passenger train running between Oregon City and Portland approached from the north, and collided with the team and wagon on the crossing, killing Mark B. Blackburn, injuring Elmer Blackburn, killing the team, and demolishing the wagon; that the situation is such at the place of the accident that the view northward on the track is shut off by trees and buildings, so that it cannot be seen until within a few feet of the track at the Tenth-street crossing, and for the same reason the engineer could not see an object on said Tenth street until it approached almost to the track; that it is not possible to stop a train before reaching the said crossing after seeing an object approaching the railroad crossing at an ordinary gait; that the whistle of said train was sounded and the bell rung as usual on said train; that said train was moving at a rate somewhere between six and twenty miles per hour; that the deceased and his son were careless in attempting to cross said track without seeing that no train was approaching before attempting to cross the railroad track; that said crossing is very unsafe and dangerous, and some means should be employed to insure the safety of the public; that nothing has been found from the evidence or otherwise that would attach any blame to the Southern Pacific Company, nor to any of its employés in the matter."

E. Gibson, killed near Castle Rock, September 5, 1895.

The board found: "It appears from the testimony in the examination made by the board of railroad commissioners that on the night of September 5th when train No. 1, in charge of Conductor Coman and Engineer Randall, was about three miles west of Castle Rock on the line of the Oregon Railway and Navigation Company, a man was walking on the track in front of the engine; that he got off upon the approach of the train and stood clear of the track until the engine came within twenty feet of him when he stepped on to the track again and was

struck by the pilot beam; he was picked up and taken to Arlington, but died before reaching there. The coroner was notified and after investigating the matter concluded it unnecessary to hold an inquest, as no doubt existed as to how he came to his death. The commission does not find that any blame attaches to the company or any of its employés."

Charley Blackhawk, killed near Pendleton, March 16, 1895.

The board found: "On March 16th, while passenger train No. 2 of the Oregon Railway and Navigation Company, east-bound, was approaching Pendleton at about nine-forty o'clock p. m., the engineer, John Mathewson, noticed something on the track which he supposed to be a dog; it was just around a curve, and, being dark, the train was on the object almost as soon as it was seen; it subsequently transpired that the object was Charley Blackhawk, an Indian of the Umatilla reservation, who was lying on the track and was mangled by the train to such an extent that the identity of the remains was only established by the clothing; the deceased had been in Pendleton, and left in the evening under the influence of liquor; he had evidently laid on the track in a drunken stupor and was run over as above set forth."

Fred J. Whitcomb, killed at Leland station, March 25, 1895.

The board found: "It appears from the testimony that the name of deceased was Fred J. Whitcomb; that he was the middle brakeman on the freight train northward bound on the morning in question, and just before reaching Leland station was seen on the top of a car near the middle of the train; the train did not stop at said station, but when the woodpile at Wolf creek was reached, six miles beyond, Whitcomb was missed and the engine and crew went back to look for him; the body was found between the main and side tracks, at the south end of the Leland yard; there were wounds on the nose and forehead, and both arms and neck were broken; death must have been instantaneous; just how deceased met his death can never be known, as no one saw him fall, but at this point there is a reverse curve in the track, and that it is probable in passing round it the lurch of the car caused him to lose his balance and fall. The board finds that the death of Whitcomb was the result of an accident, and that the company or its employés are in nowise to blame."

Casualty at Squally Hook, resulting in the killing of Andrew Schneider and Harry Riley, September 14, 1895.

The board found: "On the 14th instant two men were killed at Squally Hook, in Gilliam county, by the wreck of a freight train. The board visited the scene of the wreck and made inquiry concerning its cause. It was found that derailment was caused by collision with a steer. The animal had been thrown against a bank, and rolled back, causing the derailment of a car, which at the switch divided the train, and several cars went into the ditch. In the wreck were found the bodies of two men, Andrew Schneider and Harry Riley, who evidently were stealing a ride. The board finds that the company or its employes were in nowise to blame for the accident."

John W. Skipton, killed near King's station, October 2, 1895.

The board found: "It appears from the affidavits of John Tway, conductor; C. H. Laughead, engineer; and L. C. Stone, fireman, duly sworn to and furnished the board, that deceased, John W. Skipton, was a brakeman in the employ of the Oregon Central and Eastern Railroad, and whose run was from Albany to Detroit. That on the second day of October, 1895, he was on the east-bound train, engaged in the performance of his duties; that when near King's station, on the line of said road, he was observed on an empty flat car, and, in stepping from one car to another, slipped and fell between. The train was brought to a standstill, when Skipton was observed by the side of the track. He told his fellow-trainmen that he thought both legs were broken, as the wheels of one truck had passed over them. The injured man was taken to Albany, where he died a few hours after the accident. The board finds that deceased, John W. Skipton, died from injuries received by falling from a car in a moving freight train of the Oregon Central and Eastern Railroad, at King's station, on October 2, 1895, while in the discharge of his duty as brakeman, but that no blame is traceable to the company or its employes for the accident."

John Brennan, killed at Glendale station, June 25, 1895.

The board found: "That the name of deceased was John Brennan; that he was one of a party of men who were beating their way, and that in attempting to swing from a truss-rod onto a truck when the train was pulling out of Glendale station, he lost his hold, fell under the wheels of the moving train, and was crushed to death. In the opinion of the board no one connected with the handling of the train is blamable for the accident."

Southern Pacific collision, October 6, 1896, near Green's station, resulting in the death of John McConigle and George R. Happersett, firemen, and A. N. Toy, brakeman, and the injuring

of James W. Porter and R. B. McCauley, engineers; B. F. Lohr, brakeman; and A. F. Wall, conductor.

The board found: "That conductor Wall took his train out of Roseburg, south-bound, Tuesday morning, October 6, 1896. Shortly after leaving the station he found that he had left his tickets. At Dillard, there being no telegraph office, he informed his engineer (Porter) that he had left his tickets and papers, and desired to cut off the engine, run around the sidetrack, and go back to Roseburg. This the engineer said could not be done, except under flag. Conductor Wall said that was what he proposed to do. In the mean time the operator at Roseburg had informed the train dispatcher at Portland that Conductor Wall had gone without his tickets. Thereupon the dispatcher ordered a light engine, in charge of Engineer McCauley and Fireman McGonigle, to go after the train with the papers, and with orders to run to Myrtle creek, at the same time sending an order to Myrtle creek to hold Conductor Wall's train till the engine arrived. At a point about one half mile south of Green's station the engines collided, resulting as above set forth. The engine in charge of McCauley, running under orders, had the right to the track. The engine in charge of Conductor Wall, with Porter, engineer, proceeding under flag, upon *its* crew devolved the responsibility of seeing that the way was clear. The company's rules require that in flagging an engine or train, the engine or train must be brought to a standstill within not less than half a mile of an obstruction to the view, a flagman sent ahead, and not to proceed until signalled so to do. It appears from the testimony in this case that the engine in charge of Wall and Porter had proceeded to within one hundred yards of a curve before stopping to drop the flagman, and just at that moment the other engine came around the curve, and the collision resulted. The board is of the opinion that the conductor and engineer of the returning or flagging engine are responsible for the accident."

J. B. Hunt, killed at Umatilla, August 1, 1895.

The board found: "That deceased, J. B. Hunt, was at the time he was injured, attempting to ride under the car, and was dragged for some distance over the ties, and received injuries from which he died a few hours after; that no blame attaches to the company or its employés in the matter."

There have been nine fatalities since the publication of the last report upon which the board has made no findings for the reason that cause of death was so unmistakable and the com-

panies so clearly free from negligence, that an investigation was not deemed necessary. They are:—

<i>Name.</i>	<i>Date.</i>	<i>Railroad.</i>	<i>Station.</i>
Fred Engwicht.....	January 1, 1895.....	Coos Bay, Roseburg and Eastern	
Mary J. Jasens.....	January 15, 1895.....	Southern Pacific.....	Coles.
James Tucker.....	March 15, 1895.....	Southern Pacific.....	Mollala Bridge.
Andrew Swanson.....	July 15, 1895.....	Coos Bay, Roseburg and Eastern	McQuigg's Spur.
Mat Daffron.....	April 17, 1896.....	Oregon Railway and Navigation	Umatilla.
William C. King.....	May 29, 1896.....	Oregon Railway and Navigation	Bridge No. 73.
Steven Kitchen.....	July 3, 1896.....	Southern Pacific.....	Wolf Creek.
J. H. Graham.....	September 14, 1896.....	Oregon Railway and Navigation	Grants.
William Cedersen.....	November 4, 1896.....	Oregon Railway and Navigation	Seufert's.

PETITIONS, COMPLAINTS, AND DECISIONS.

THOMAS J. CARL

v.

OREGON RY. AND NAV. CO. }

Compulsory shipping facilities; side-track to warehouse.

This suit was brought under section four thousand and thirty-eight, title, Warehouse, of the Oregon code, which provides that "whenever any warehouse already built, or may be hereafter be built, within one hundred and fifty feet of the main line of any railroad in this state, with sidetrack graded and ties laid down without expense to the company, and (has) not less than three hundred tons of freight stored in said warehouse ready for transportation, then it shall be the duty of the said railroad company to lay down the track, with the necessary connections and switches * * *; *provided*, that said warehouses are so situated that trains can be started with the same power as in daily use on ordinarily straight and level track."

The petitioner, through his attorney, Frank Kellogg, stated that he was a resident of Ione, Morrow county, which was situated on the Heppner branch of the Oregon Railway and Navigation; that the Morrow County Land and Trust Company had a monopoly on the shipment of all grain from said point for which it charged fifty cents a ton; that the facilities of said company for handling the crop of 1894 were inadequate. Continuing the petition said:—

"5. That on or about the tenth day of November, 1894, a large number of farmers in the vicinity of said station, by your petitioner, applied to the respondent for permission or license to erect a platform at said station, at their own expense, for the purpose of storing and shipping their grain.

"6. That thereafter, to wit, on the fourteenth day of November, 1894, the respondent, by its receiver, E. McNeill, granted your petitioner and his associates permission or license to erect said platform, and that said platform was to be erected at a point located by the respondent, and that thereafter respondent located said platform at a point near the south end of the said track at said station, and your petitioner and associates erected a large and commodious platform at said point fifty-four feet by one

hundred and fifty feet, incurring an expense thereby of over \$800, and that there is now over seven hundred and fifty tons of wheat upon said platform awaiting shipment, which said wheat they will handle and ship, as well as all other wheat that may be stored upon said platform for a charge of twenty-five cents per ton.

"7. That before said wheat or any wheat can be shipped from said platform, it will be necessary to extend the said sidetrack about three hundred feet; and that your petitioner and associates have completed the grading and have laid down the ties, at their own expense, for said extension.

"8. That on the eighteenth day of December, 1894, your petitioner notified the respondent, through its receiver, E. McNeill, in writing that said platform was completed and there was more than three hundred tons of wheat on said platform awaiting shipment, and that the grading was done and the ties laid down for the extension of said sidetrack, and requested it to do the same at once.

"9. That the respondent has failed and neglected to extend said sidetrack, and your petitioner believes that it does not intend to do so, for the reason, as your petitioner is informed, that there exists between the respondent and the aforesaid Morrow County Land and Trust Company a secret and unlawful agreement, whereby said Morrow County Land and Trust Company shall have the exclusive right to handle and ship all the wheat from said station and thereby prevent any lawful competition.

"10. That if said sidetrack be not extended at once, your petitioner and his associates will be subject to great loss by reason of damage to their wheat from not being shipped."

Wherefore, your petitioner prays:—

1. That this honorable board of railroad commissioners proceed to speedily hear and determine the matters herein alleged, in such manner as will do justice to all the parties in the premises.

2. That if the said matters herein alleged are found to be true, that the respondent be required to construct and extend said sidetrack forthwith, or show cause why the same should not be done.

The following letter from the clerk of the board to petitioner's attorney explains the steps that were taken by the board and the results thereof: "Referring to the petition of citizens of Ione, I have the honor to say that the board has investigated the same, and gone very fully into the matter with the company, with the result that at this writing orders have already been issued by the

company for the extension of sidetrack, and the granting of the prayer of the complaint."

There being a liability of future suits from said locality over a similar cause of action, in said letter the following suggestion was made: "I sent you day before yesterday a copy of our last report from which you will see that in another case, The Dalles, Portland and Astoria Transportation Company against the Oregon Railway and Navigation Company, where the complaint ran against the company, the company took the ground that it had nothing to say in the matter, as its property was now operated by a receiver, an officer of the federal court. I think in future matters it would be well to obviate this difficulty by having the complaint run against the receiver and not the company." (Signed by the clerk).

No further complaint has been heard from said locality, and the board was notified of the satisfactory termination of the matter in the following letter from petitioner's attorney: "It will be a great relief to the farmers in that vicinity, and it may not be out of place at this time to say that there is not one of the interested parties at Ione but what believes that if it were not for the railroad commissioners they would have been helpless."

EDWARD HOLLOWAY AND GEORGE ELY	}	<i>Modification of tariff; unreasonable grain rates; long and short haul.</i>
v. E. McNEILL, Receiver, O. R. and N. Co.		

This was a petition complaining of the grain rate on the Heppner branch of the Oregon Railway and Navigation from the town of Douglas to Portland, Oregon. The petitioners alleged that they were residents of said town of Douglas, and engaged in the business of growing grain; that E. McNeill was the duly appointed receiver of the Oregon Railway and Navigation Company; that said town of Douglas was situated on the Heppner branch of said railway one hundred and seventy-two and two tenths miles from Portland, and that said company were then charging 21 cents a hundred for carrying grain from said town of Douglas to Portland; but that Cold Springs was a station on the main line of the Oregon Railway and Navigation, distant from Portland one hundred and ninety-seven and eight tenths miles, and the rate was 19½ cents per hundred. Continuing the petition, said:

"5. That said rate of 21 cents is inequitable, unjust, and discriminating against your petitioners in the sum of 5 cents per hundred, for the reason that respondent is charging a greater

rate for carrying a less distance the same kind of goods and freight;

"6. That the cost to your petitioners and a large number of farmers in the vicinity of said town of Douglas in the production of grain is 30 cents per bushel; and if the discriminating rate as aforesaid be not removed, your petitioners and many others will be compelled to abandon the business of growing and producing grain, and thereby their lands will become idle, unproductive, and valueless."

"Wherefore, your petitioners pray:—

1. "That this honorable board of railroad commissioners proceed to speedily hear and determine the matters herein set forth in such manner as will do justice to all the parties in the premises."

The petition having been forwarded to the company, as by law required, was replied to by B. Campbell, general freight agent of said company, who said: "This matter was very fully discussed by you with Receiver McNeill, and the various points brought out are no doubt fresh in your minds, and it is hardly necessary to make them a part of this letter any further possibly than to say that there is no wheat shipped from Cold Springs, but being a station on the line, it, like any other sidetrack, is given representation in our tariffs. Owing to the very expensive branch line service, we do not feel that the rate from Douglas and Heppner is excessive by comparison. We are now seriously considering the grain rate situation for 1895, and while we are not prepared to state just what action is likely to be taken, we feel confident that some reduction in rates will be made. Recognizing as fully as we do, that the interests of the railroad and wheat grower are mutual, we shall go as far as we feel able to in the matter when a decision is finally reached." The subject matter herein discussed was the occasion of repeated interviews and much correspondence with the company, with the result that two signal modifications of the company's tariffs have been made; one of July 9, 1895, placing a blanket rate on the Heppner branch of 18½ cents a hundred to Portland, and the other of November 4, 1896, making effective a "rate of 17½ cents per hundred pounds in carloads on grain, flour, feed, millstuffs, flax-seeds, potatoes, and onions from Douglas and Ione to Portland." This reduction of 4 cents per hundred the board feels is in entire accord with the prayer of the petition that "justice be done to all the parties in the premises."

CITIZENS OF JACKSONVILLE, OREGON }
 v. } *Public safety; inexperience*
 THE ROGUE RIVER VALLEY RY. CO. } *of engineer.*

The official papers in this case consist of a complaint, a letter sent by the clerk to Hon. Charles Nickell of said place, and his reply thereto. The complaint was as follows:—

“We, the citizens of Jacksonville, wish to inform you that the Rogue River Valley Railway Company has a man running their engine who has not had two months’ experience in firing, and we do not consider it safe to travel on their road. We are greatly in hopes you will attend to it at once.

“(By request.)

CITIZENS OF JACKSONVILLE.”

The letter of the clerk to Mr. Nickell, after quoting the complaint, asked: “Will you please say through the columns of your paper, the Jacksonville Times, that under the law the board can not entertain anonymous complaints; that if any citizen or citizens of Jacksonville will sign the above complaint, the board will consider it.”

Mr. Nickell replied: “Upon investigation I find that the engineer, who is temporarily running the train on the Rogue River Valley Railroad is duly qualified for the position, and is furthermore under the personal supervision of the regular engineer, who is somewhat sick. I, therefore, think that the matter is not worthy of any further investigation on your part.”

THOMAS W. CLARK

v.

COOS BAY, ROSEBURG AND EAST. RY. CO. }

} *Interstate commerce; illegal freight charge; discrimination.*

Thomas W. Clark, of Bandon, Oregon, in his letter to the board, complained of the rates on defendant’s line, both as to local shipments between Marshfield and Coquille City, and as to through shipments between those points and San Francisco, so far as the rail portion of the latter route was concerned. He alleged that the whole local freight tariff was too high. As to the through tariff he claimed that the company had put on a steamer between Marshfield and San Francisco, the Homer, and that they were using every means to divert the ocean freight to said steamer. They would hold the freight and not deliver it to other boats going to San Francisco, and when complainant would send down a man to order them to deliver it to boats then ready to leave, they would charge him as much for the local rail haul as the whole through rate, rail and ocean, would amount to.

From past experience the board had decided that charges must not be general, but specific, and the nature of the evidence relied upon to support the charges must be submitted, and on September 3, 1895, the following letter was sent Mr. Clark: "We have to request that you furnish us with a specific statement that the railroad discriminates its freight charges when shipments are made per steamer Homer, and for other steamers. Also, that the company holds freight for their own steamer when the consignor desires them forwarded otherwise. Also, give us any surrounding facts that will tend to throw light upon the situation. Trusting you will appreciate the necessity of furnishing us with specific charges, we await your further action in the matter." Several weeks having gone by and the board not hearing from Mr. Clark, another letter was addressed him calling attention to the above request of the board, and stating under the rules it would be impossible for the board to move unless said request was complied with. From that day to this the board had not heard from Mr. Clark, and on December 5, 1895, by order of the board, said complaint was dismissed without prejudicing to the starting of a new suit.

SHOCKLEY AND McMURREN

v.

SUMPTER VALLEY RAILWAY CO.

} *Modification of tariff; unreasonable lumber rate.*

The complaint in this case is as follows: "We desire to call your attention to the rate charged on lumber by the Sumpter Valley Railway Company, operating a line of railroad between Baker City and McEwen station, in Baker county, Oregon. We have a sawmill at Milbridge, a point seventeen miles from Baker City, on the Sumpter Valley Railroad, and have shipped over their railroad this year about one million feet of lumber. The rate charged us for dry pine lumber, \$2 per M, which is about 10 cents per one hundred pounds, as the lumber only weighs about two pounds per foot. Some time in the year 1892, complaint was made to the railroad commission regarding the rates charged on lumber, and the Sumpter Valley Railway Company agreed to put in scales and weigh the lumber, and make a better rate, but they have not done so, and continue to charge \$2 per M on dry lumber. We desire to call your attention to the rate charged by the Oregon Railway and Navigation Company on the same kind of lumber, to wit: From North Powder to Baker City, a distance of twenty miles, 5 cents per one hundred pounds, or about \$1 per M; from Baker City to Huntington, a distance of forty-six miles, 8 cents per one hundred pounds, or about \$1.60 per M. We believe that if the honorable board of railroad commissioners

will look into the matter, that they will agree with us that the rate charged by the Sumpter Valley Railway Company is excessive, and should be reduced. We see no reason why they should not haul our lumber a distance of seventeen miles for the same rate that the Oregon Railway and Navigation Company does for a distance of twenty miles."

In investigating this question the board took into account the universal experience of the transportation business, namely, that the equities demand that a mountain road (such as the Sumpter Valley) having a small business and a narrow range of shipments shall not of necessity have the same tariffs that a transcontinental line, or a road comprising a part of a transcontinental line (such as the Oregon Railway and Navigation Company, for instance,) has. Still its tariff must be low enough to allow its patrons to do business profitably. Two modified tariffs have been approved by the board for the Sumpter Valley as a result of this investigation, the first making a rate on lumber which ranged from \$1.50 to \$2 per thousand, and the latter, approved September 28, 1895, making a general rate of \$1.75 per thousand. This the board considers meet the equities of the case, and is confirmed in its opinion by the fact that no further complaint has come from that locality.

GEORGE O. DURKEE

v.

THE SOUTHERN PACIFIC COMPANY.

} *Overcharge.*

Mr. Durkee, of Watkins, Oregon, complained to the board that on a shipment of sheet iron from Portland to Medford he had been quoted a fourth-class rate of 88 cents per hundred, upon which the order was made. But when the same arrived at Medford he was charged \$1.03, a difference of \$8.10. "I want you," he said, "to put in a claim for us, and see if the Southern Pacific Company cannot refund \$8.10. This pipe was not riveted, and there are about twelve sheets of iron to a roll."

The matter having been brought to the attention of the company, and their reply having been received, the board made the following decision: "About two years ago the board put into effect for the roads in this state the rules and regulations known as the western classification. Rule 14 of the same provides as follows: Where the same rating is provided for articles shipped in crates or boxes, the same articles shipped in bundles will take the next class higher. The company says they made the charge of \$1.03 per hundred because the freight was not boxed, as under the rules of the board they had a right to do. It would seem the mistake arose because there was not a clear understand-

ing between you and the agent as to how the freight was going to be shipped. I am ordered to state that as the company has violated no rule of the board, it does not feel justified in interfering."

HERMANN AND BROWN

v.

COOS BAY, ROSEBURG AND EAST. RY. CO. } *Interstate commerce; illegal passenger charge.*

On November 23d, Hermann and Brown, of Myrtle Point, Oregon, addressed a complaint to the interstate commerce commission, and sent it to the chamber of commerce at Portland to be by it forwarded to the commission at Washington, D. C., but the chamber of commerce forwarded the same to this board. Part of said complaint referred to interstate business, shipments between San Francisco and Myrtle Point, and part referred to local passenger rates on said road, and was as follows: "The distance between here and Marshfield is twenty-six miles, and the rate is \$1.15, while those who are not fortunate enough to be able to purchase a ticket are charged \$1.25, and no rebate check given in return."

Although said complaint was not addressed to this board, still its attention having been directed to a claim of grievance in a matter over which it had exclusive jurisdiction, it decided to investigate. It had an extended interview with the superintendent of said road on the subject, and received his written reply to all the matters alleged in the complaint. On December 8, 1894, the clerk addressed the following letter to complainants which closed the correspondence:—

"That portion of your letter which pertains to Oregon affairs we have looked into. We have called Mr. Graham's attention to the passenger rate. He replied that their road is twenty-eight miles long; that their charge for the haul is \$1.15; that no conductor has authority to take more than that sum, and that if \$1.25, or any other higher sum has been paid at any time, he would like to know the name of the passenger and the date of the overcharge. Perhaps, if you have the same, you had better forward it here, and we will call his attention to it. In regard to the freight shipments, that is manifestly interstate business, and over which we have no control,—a fact which no doubt is well known to you, as your letter was addressed to that body, but should have been sent to Washington, D. C. If you desire it, we will forward your letter to that body with explanations."

FRANK SUTTER

v.

SOUTHERN PACIFIC COMPANY.

} *Overcharge.*

On April 9, 1896, Mr. Frank Sutter, of Medford, Oregon, addressed the following communication to the board: "I received a bale of bird netting which cost £6 in Rye, Surrey, England. The tariff is five per cent. *ad valorem*; freight, including tariff, or charged up to me, \$30.38, which is about a dollar more than first cost. As those charges seem unreasonable to me I take the liberty to address you on the subject, hoping through your influence to receive relief if such is possible. The railroad bill does not mention tariff, and goods are always invoiced below cost. You can form an idea if their charges are just,—the bale weighs one hundred and seventy pounds."

On April 24th the clerk addressed the following reply to complainant, which, as no further move was made by him, closed the case: "Referring to your favor of April 9th, I am instructed to say that your complaint is altogether to meagre. You understand, of course, that the board is not concerned with the tariff duties, or with any freight rates outside of the state of Oregon. The only thing we are interested in, or can be interested in, is the rate which you paid between Portland and Medford. You doubtless have your custom-house papers, and from these it would probably be possible to figure out the rate, or likely you have the Southern Pacific freight rate receipt, which will certainly show it. Please forward these, and any other facts you may have which would throw light on the subject, and assist the board in arriving at a conclusion as to the rate you paid between Portland and Medford."

FANNO BROTHERS

v.

SOUTHERN PACIFIC CO.

} *Switching facilities; illegal passenger charge.*

In their complaint of June 29, 1895, Fanno Brothers, of Raleigh, Oregon, stated two causes of action. One was the need of switching facilities at said station, and the other the matter of an overcharge in the passenger rate between Portland and said station of Raleigh. It was as follows: "We beg to call the attention of your commission to the fact that the railroad fare from Raleigh to Portland, which is only eight and one half miles, is 45 cents, the same as from Beaverton, two and one half miles farther away. It appears to us that this is a violation of the law, which limits the rate to 4 cents per mile. The people here have petitioned the company for a ticket office,

and also a spur for the accommodation of freight offered. No attention has been paid to it. The company has refused to take any more freight at each time than two tons, giving as a reason that there was no switch. It will cost the company nothing to maintain a ticket office here, and the people will do the grading for a switch. Please let us know what you can do in the matter."

The report of the amount of freight business done at said station for 1894 was as follows: "Charges on freight forwarded \$108; on freight received \$67.23, or an average of \$14.60 per month."

The board investigated the overcharge matter and found it was true. The board made, on September 20, 1895, the following decision: "Hereinafter the company will charge a passenger rate according to mileage, making the charge to Raleigh proportionately less than the charge to Beaverton. Taking into consideration all the circumstances of the case, the board does not feel justified in ordering a switch put in at your place."

TRAVELERS' PROTECTIVE ASSOCIATION,
OR. AND WASH. DIVISION,
v.
SOUTHERN PACIFIC.

*Interchangeable mileage
tickets; passenger permits
on freight trains.*

Plaintiff's complaint, dated May 16, 1895, had two objects in view. One was to secure for plaintiff's members interchangeable mileage tickets, and the other was to secure to its members from defendant the privilege of riding on freight trains between Junction City and Albany. The complaint made by its president, J. M. Shelley, was as follows: "As you are doubtless aware, the Southern Pacific does not allow passengers to ride on freight trains north of Junction, and refuses to grant 'Permits,' as other roads do, for this purpose. I submit that it would be a great convenience to the patrons of the road, if allowed to ride between Junction City and Albany. To illustrate: On one of my trips last summer, I was in Junction one afternoon, and wished to go to Halsey. The freight leaves Junction, north-bound, at seven p. m., but instead of being allowed to take advantage of the hour, I was compelled to wait for the north-bound overland at three-eighths the following morning, thus robbing me of a good night's rest,—all to comply with the arbitrary rule of the Southern Pacific. The Northern Pacific Railroad has a similar rule, but any one having occasion to travel over this line can secure, for the asking, an annual permit to ride on any freight train stopping at regular stations without flagging. As a traveling salesman, I do not pretend to know much about railroading, but it does

seem to me the Southern Pacific Company could grant this request without inconveniencing themselves in the least, and trust you will use your good offices to bring about the desired concession. Another matter I desire to call your attention to is, that of interchangeable mileage tickets, good over all roads leading into Portland. From the inclosed circular "ad." you will notice the eastern roads are falling into line, and we see no reason why the western roads should not also. Our division of the Travelers' Protective Association, with headquarters at Portland, have been working to this end through our railroad committee, of which Mr. A. Kerr is chairman, but so far have heard of nothing favorable.

(Signed):

"J. M. SHELLEY, President."

The request for interchangeable mileage tickets on all roads leading into Portland was so clearly a matter of interstate commerce that the board did not investigate it. The board did investigate the question of the request for permits, and the result is shown in the following letter, signed by the clerk, to the president of the plaintiff association: "I am directed to inform you that, in regard to the application for the privilege of its (plaintiff's) members riding on freight trains between Junction City and Albany on the line of the Southern Pacific, said company has extended said privilege to the members of your association by an order, dated November 30th, granting said privilege to all persons holding one thousand and three thousand mileage tickets."

The following letter from Mr. Shelley closed the case: "I am pleased to acknowledge receipt of your favor of even date informing us that we will be allowed to ride on freight trains between Junction City and Albany, provided we are provided with mileage books. This is all the Travelers' Protective Association has ever asked, and in their behalf I thank you for the good results obtained."

CITIZENS OF GASTON

v.

SOUTHERN PACIFIC CO.

} Depot and switching facilities.

This matter has been before the board several times in the last four years, and has always met with the same decision. The citizens want a depot and better switching facilities at said place. The company will accede to the request, provided ground for the same will be furnished it. This the citizens refuse to do, and in the opinion of the board the business done at said station is not

enough to warrant the board in compelling the company to purchase the ground. On December 8, 1895, the board made a decision in the above entitled matter, but as the decision and the ground covered in nowise differs from the original decision, the controversy will not here be gone into. But reference is hereby made to third biennial report, 1893, p. 260, for a full statement of the case.

CORRESPONDENCE.

CONCERNING THE CONFIRMATION OF THE OREGON PACIFIC SALE.

At other places in this volume the steps taken by the board to have the Oregon Pacific pass into the hands of parties who, free from all entanglements of title, could be held responsible to the people of the state of Oregon for the operation of said road, has been referred to. As the question involved was one of public interest, the correspondence in the matter is here given. The first was a letter to the supreme court, in which is suggested from the standpoint of public safety and convenience, the advancing of said case on the calendar. It is as follows:

To the Honorable Supreme Court, Salem, Oregon—

SIRS: There is a case pending before you in which the issue involved is the confirmation or rejection of the sale by the sheriff of Benton county of the property of the Oregon Pacific Railroad Company. The sale was made to Bonner and Hammond in December last, was confirmed by the circuit court of Benton county, and is now before you on appeal. In the opinion of the board, the court would be justified and sustained by public opinion, in advancing the case on the calendar, and giving it immediate consideration. For some time the affairs of this road have been in a precarious condition. The bridges and trestles, from age and wear, require much attention, renewal, or repair. Under the receivership the officers of the court kept it reasonably safe by putting all available funds in betterments, but to put the road in such shape as to insure safety to the traveling public will require the expenditure, without delay, of about \$75,000. It is hardly right to expect or require the purchasers to expend such a sum and make the necessary improvements until the question of their title to the property is determined.

This road, especially during the summer season, is used by a large number of people of the state, and in the interest of the safety and convenience of the public it is desirable that a decision should be speedily reached, in order that the necessary improvements may be made by one party or the other. These conclusions are reached after an inspection of the road made by the board a few days ago. (Signed by the chairman.)

The reply of the clerk, showing the status of the case in the supreme court, was as follows: "I handed your communication, addressed to the court, to the chief justice, and I am directed to say that the case referred to is not yet in shape to be set for hearing. When the briefs are all in, and the parties make an application for the advancement of the cause, the question will then be considered by the court."

On April 16, 1895, Wallis Nash, Esq., one of the attorneys in said litigation, addressed the board as follows: "You are possibly aware that I am representing, with others, a very large proportion of the creditors of the receivers of the Oregon Pacific Railroad, and also represent the defendant companies, in the appeals now pending in the supreme court of Oregon, against the confirmation of the recent sale of that road to Messrs. Bonner and Hammond. My attention has been lately called to a publication in the Telegram of Saturday, the 13th instant, to the following effect: That the railroad commissioners have just returned from a trip over the Oregon Pacific Railroad, in company with Mr. Hammond, the purchaser, and report that the bridges and cattle-guards on that line are badly in need of repairs; but that no repairs will be made until the appeal case now pending is decided. The commissioners will ask the supreme court to bring the case forward on the docket, as an early hearing is desired, as the case may drag along all the summer if it is allowed to take its regular course. I shall be glad if you will kindly inform me, as early as possible, if the above statements are correct. Having accompanied the railroad commissioners on various inspections of this road in past years, I am aware that a careful note is taken of the condition and location of the several structures needing attention. If not involving too much trouble, I should be obliged if you would send me a copy of such notes and of any official communication on the subject which you may have addressed after this recent inspection to the parties at present in charge of the road. I make this request in order that the information as to the condition and requirements of the structures may be laid before the certificate-holders and other creditors who will be interested in a new sale, if one is consequent on the hearing of the pending appeal."

The reply of the board, signed by the clerk, was as follows: "The article in the Evening Telegram to which you referred was not exactly correct. The board made an official examination of the roadbed and structures of the Oregon Pacific last week. Its report has not yet been made to the parties now in charge of the road. It will not be as specific as the reports usually are, but will say, in substance, that all, or nearly all, of the bridges and trestles, built at the time of the building of the road, should be

renewed or materially improved with all possible dispatch. Tie renewals at many points along the line are also badly needed. In the opinion of the board an expenditure of something like \$75,000 will be required to put the road in shape. The statement made to the supreme court was simply to the effect that these repairs are needed in order to insure the safety of the traveling public, to whose interest it would be to have the matter disposed of in order that it may be determined who would be parties responsible, so that the board could require them to make the necessary repairs."

CONCERNING THE FURNISHING OF INFORMATION AS TO AMOUNT
OF BUSINESS DONE AT DIFFERENT STATIONS.

On November 29, 1894, Hon. W. H. Biggs, of The Dalles, Oregon, wrote the board as follows: "I write you to ask a favor. I wish you, if not asking too much, to send me the names of the towns or sidings on the different lines of railroad in the state that are doing a business with the road to the probable amount of \$25,000, or \$30,000, and upwards, annually, that have no station or regular agent of the company. My object is to get in communication with such places, and learn of them whether or not they will encourage a bill at the next session of the legislature to force the different railroad corporations to furnish an agent at their own expense to transact their business with them. Hoping to hear from you at your earliest convenience, I am as ever," etc.

The reply, signed by the clerk, and dated December 8, 1894, was as follows: "There is no data in this office which will enable me to furnish the information; nor is there any way I can get it in time to be of service to you. The auditing department of the Southern Pacific is in San Francisco; of the Northern, in St. Paul, and the records of the Oregon Railway and Navigation, for the past three years, up to July 4th, are in Omaha. We have been endeavoring to get, and have been waiting for five months for the Union Pacific to send us the Oregon Railway and Navigation report for 1894. They have not done so, and we despair of ever getting it. They have pulled out of this state, and we have no control over them."

RATES ON MILK, CREAM, BUTTERMILK, AND THE MANUFACTURED
PRODUCTS THEREOF.

On November 14, 1895, Messrs. Evarts, Choats and Beaman, attorneys of 52 Wall street, New York, asked the board to forward to them all decisions it had made on questions affecting the

rates on milk, cream, buttermilk, and the manufactured products thereof. The board's reply thereto was sent December 28, 1895, and was as follows: "Milk, cream, and buttermilk is a very small item of freight on the railroads of this state. We have only one considerable city, and its milk supply, that which is not furnished by wagons from dairy farms adjoining the city, is brought in by boat, so that milk does not enter into the schedules of the railroad companies under a separate classification. There has never been a "milk" complaint made to the board. Railroad business in Oregon has fallen off so materially in the last four years that earnings have only been sufficient, taking the roads altogether, to pay operating expenses, necessary repairs, and about two and one half per cent. on the indebtedness, most of which is represented by five and six per cent. bonds, so that no general order of reduction could reasonably be made. In view of the prevailing low price for agricultural products, however, this board has succeeded from time to time in obtaining material reductions in the grain schedule, which covers our staple export article, on the theory that the companies should bear part of the burden of the depression and not expect the farmer to bear it all. Conditions on different roads are so dissimilar that no two can come under the same order."

PRINCIPAL PROVISIONS OF SUPPLEMENTAL ACT, 1891.

On November 25, 1896, the secretary of the interstate commission wrote the board as follows: "On page 259 of the accompanying fourth annual report of the commission, appears an abstract of the state laws of Oregon on the subject of the more important provisions covered by the act to regulate commerce. May I ask that you will revise this and make any corrections necessary in case it is not absolutely correct down to the time of the publication of the report, viz, December 1, 1890. The commission is preparing, for its coming annual report to congress, a similar abstract of state laws from 1890 to the present date, and in addition to making any corrections necessary in the statement as is shown in the report, I will be still further obliged if you will send me copies of laws passed in Oregon touching on the main points covered by the act to regulate commerce since that date."

The following is the board's reply: "In 1891, an additional railroad act was passed in this state, which was made "To increase the power and further define the duties of the board of railroad commissioners." The principal provisions are three: (1) The board has complete power to regulate the fares and

freights on railways within the state; (2) the board has general supervision over all the railroads in the state with regard to the transportation of persons and property; (3) the tariffs adopted by the board under the first head and the findings made by the board under the second head are in courts of justice *prima facie* evidence of the reasonableness of the one and of the truth of the facts recited in the second."

LIST OF WARRANTS

Issued to the railroad commissioners during the years 1895-96.

Date.	Number.	In whose favor.	Amount.
1895.			
April 2	1501	I. A. Macrum	\$ 379 45
2	1502	J. B. Eddy	379 45
2	1503	H. B. Compson	379 45
2	1504	Lydell Baker	303 54
Sept. 14	4056	I. A. Macrum	870 55
14	4057	J. B. Eddy	870 55
14	4058	H. B. Compson	870 55
14	4059	Lydell Baker	696 45
14	4090	I. A. Macrum	95 00
30	4224	I. A. Macrum	625 00
30	4225	J. B. Eddy	625 00
30	4226	H. B. Compson	625 00
30	4227	Lydell Baker	500 00
Oct. 7	4738	I. A. Macrum	45 00
Nov. 4	5165	Lydell Baker	166 66
Dec. 3	5500	Lydell Baker	166 66
31	5847	I. A. Macrum	625 00
31	5848	J. B. Eddy	625 00
31	5849	H. B. Compson	625 00
31	5850	Lydell Baker	166 68
1896.			
Jan. 2	5917	Lydell Baker	55 00
Feb. 3	6580	Lydell Baker	166 67
Mar. 7	7032	Lydell Baker	5 90
31	7217	I. A. Macrum	625 00
31	7218	J. B. Eddy	625 00
31	7219	H. B. Compson	625 00
31	7220	Lydell Baker	333 33
April 27	7885	Lydell Baker	45 00
June 30	8552	I. A. Macrum	625 00
30	8553	J. B. Eddy	625 00
30	8554	H. B. Compson	625 00
30	8555	Lydell Baker	500 00
July 13	9085	Lydell Baker	51 00
Aug. 4	9320	Lydell Baker	7 86
Sept. 30	9974	I. A. Macrum	625 00
30	9975	J. B. Eddy	625 00
30	9976	H. B. Compson	625 00
30	9977	Lydell Baker	500 00
Oct. 1	10357	I. A. Macrum	48 00
Dec. 31		I. A. Macrum	625 00
31		J. B. Eddy	625 00
31		H. B. Compson	625 00
31		Lydell Baker	500 00
31		I. A. Macrum	48 00

Respectfully submitted.

J. B. EDDY, Chairman,
 I. A. MACRUM,
 H. B. COMPSON,
 Commissioners.

LYDELL BAKER, Clerk.

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